Australian

APRIL, 1982. ISSUE 113. Vol. 10 No. 8

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MODEL RAILWAY

Magazine

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SAR 'T' Class Steam Locomotive

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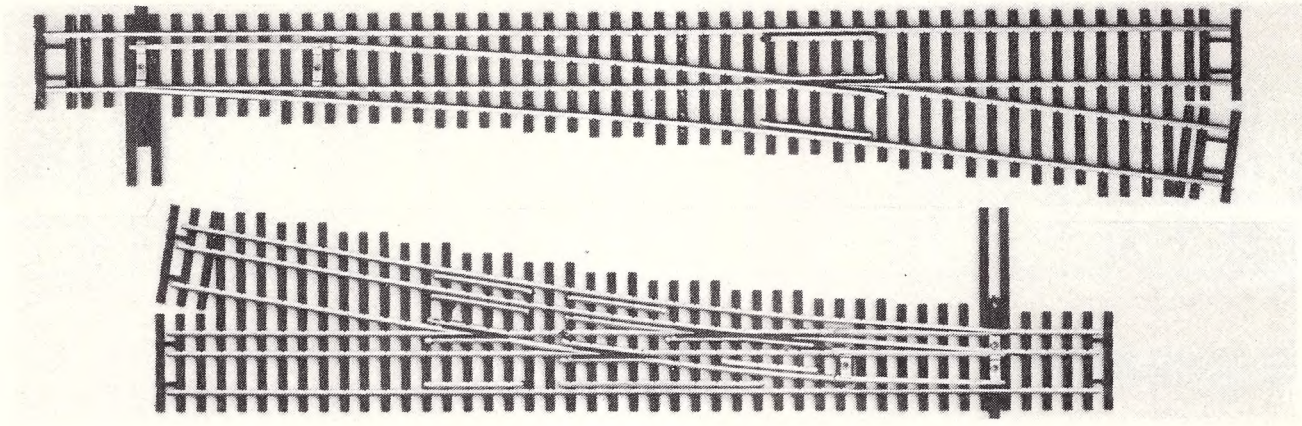

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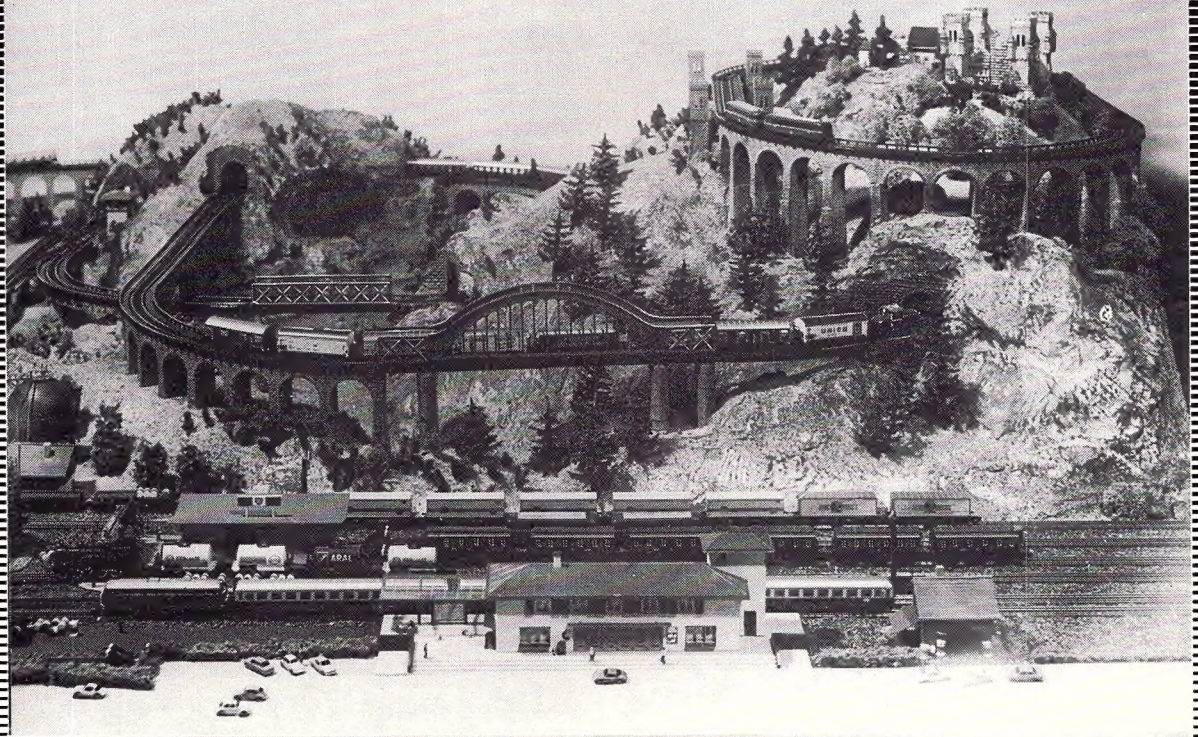

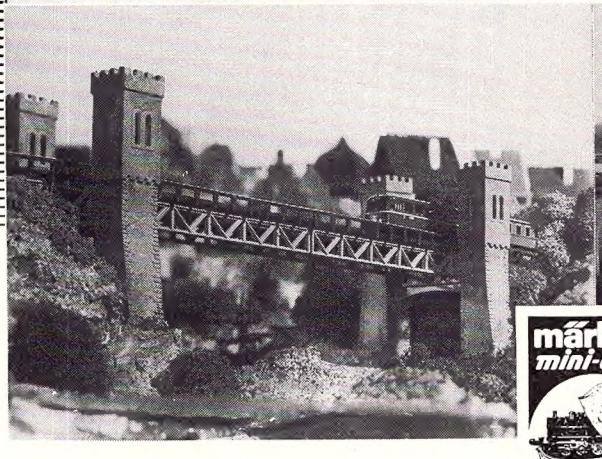

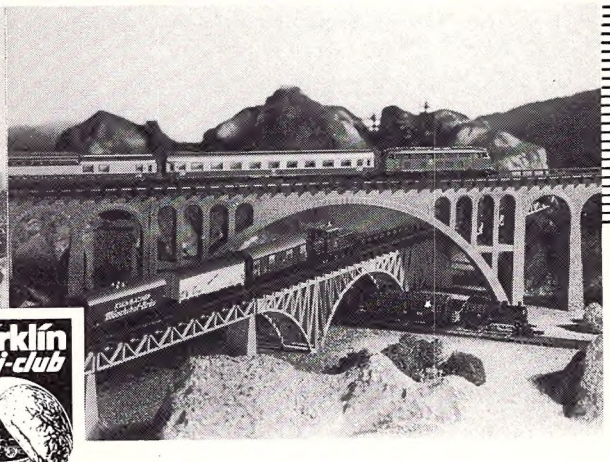

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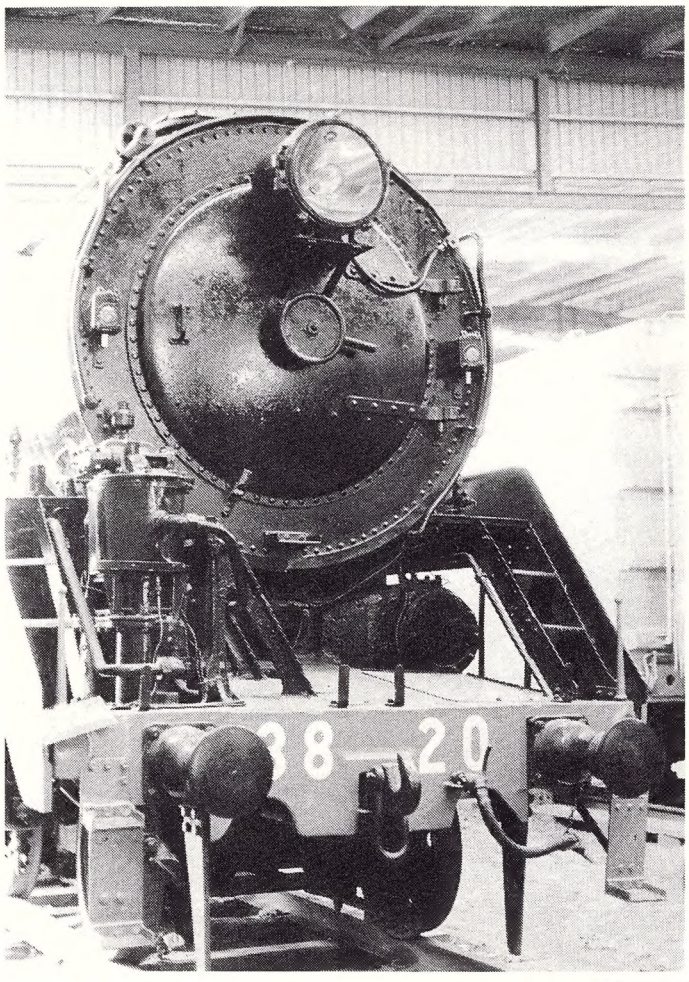

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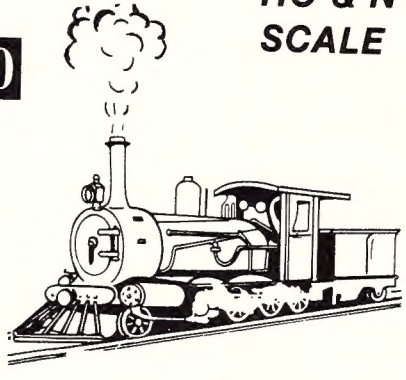

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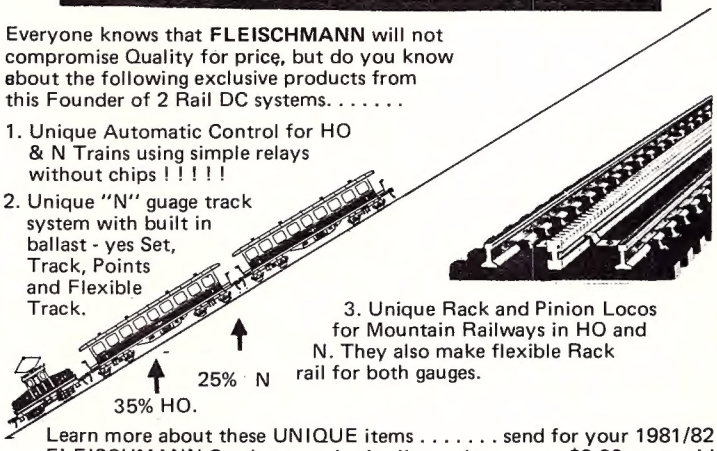

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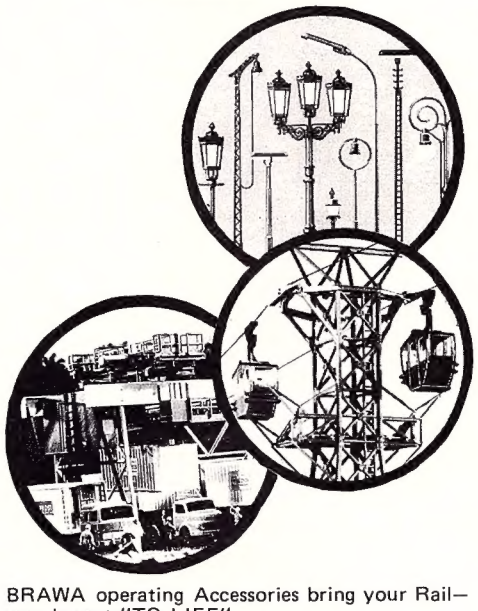

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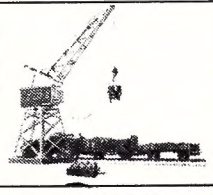

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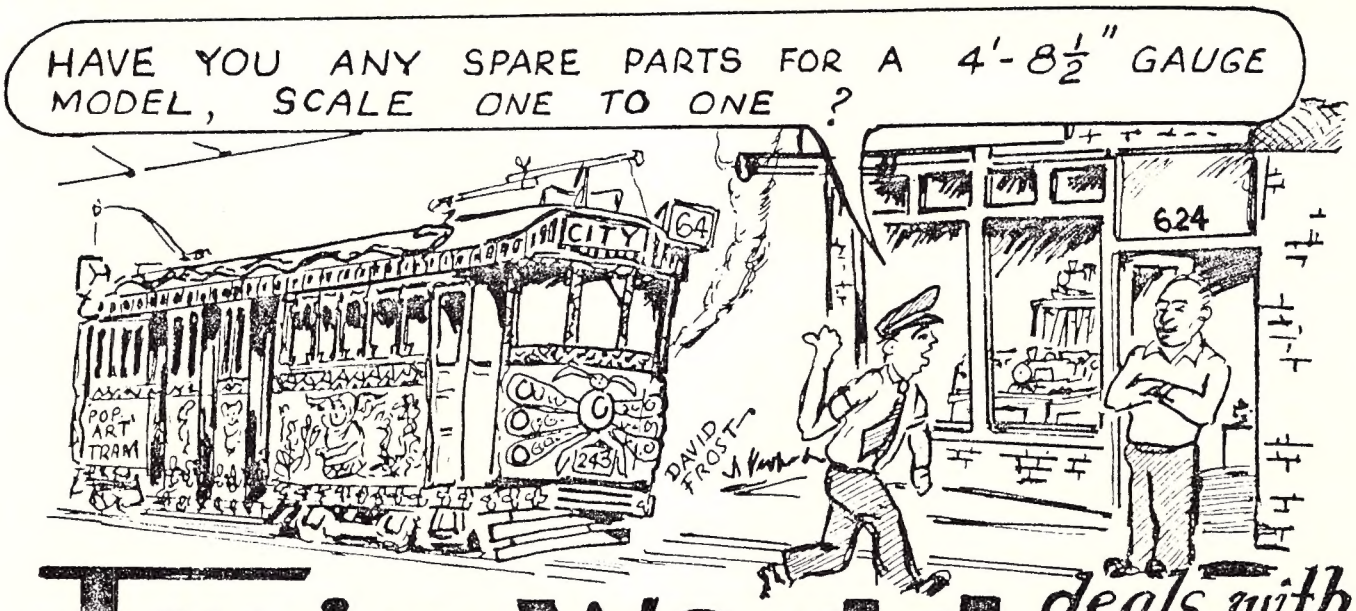

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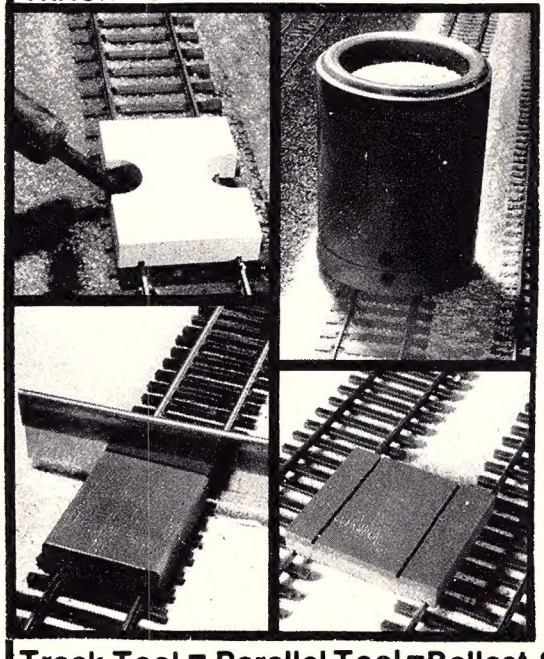

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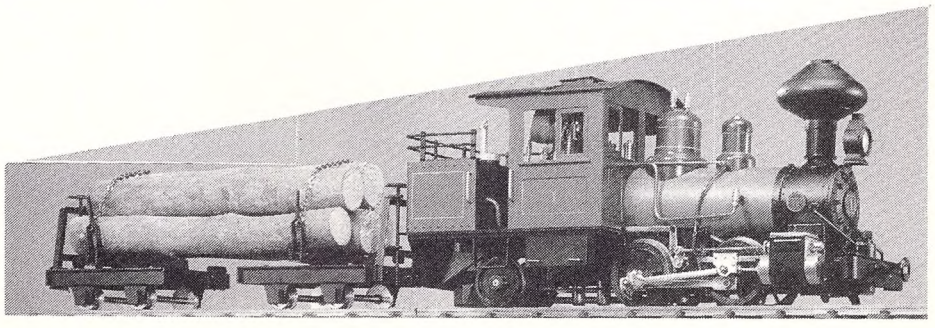
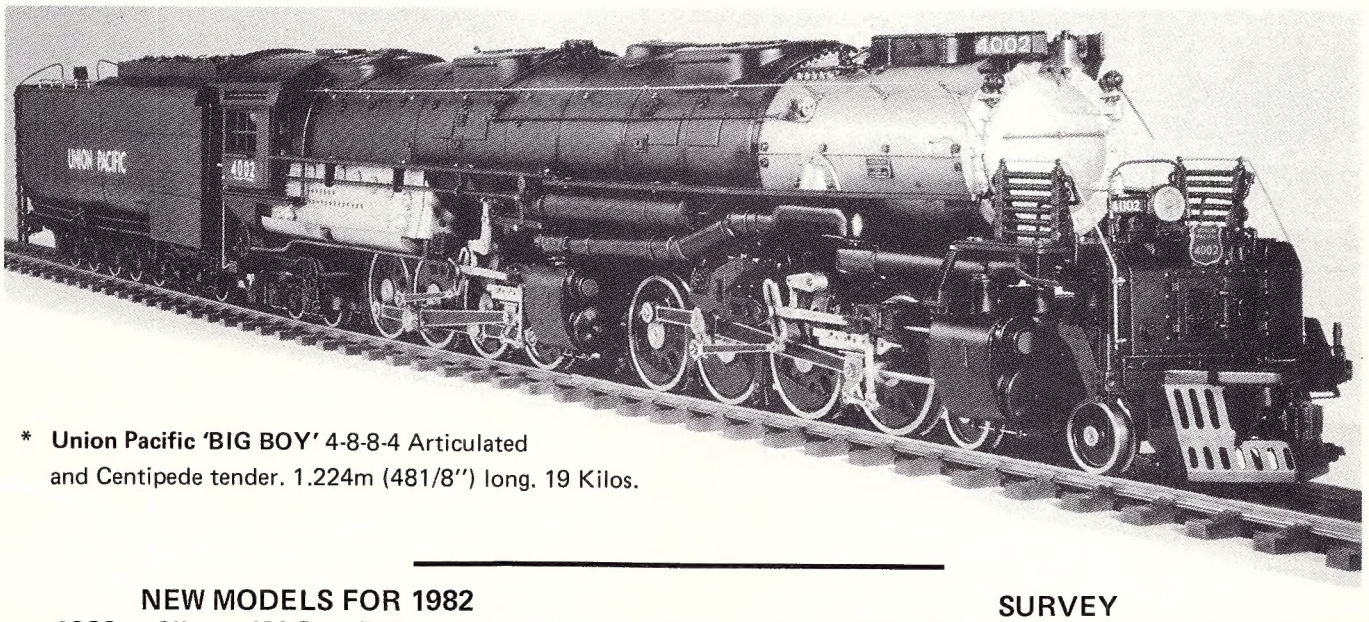


* **BALDWIN B1.** 0-4-2T Logging Locomotive with spark arresting smoke stack. Black or coloured versions.

* **DB BR01** German Pacific 4-6-2 black livery and red wheels. 'Witte' deflectors.
* **BAY S2/6** Bavarian 4-4-4- (2B2) 1907 Record Breaker.
* **JNR C-57** Japanese Pacific 4-6-2 black livery and smoke deflectors.
* **GER, QUEST, ETAT** 0-6-OT locomotives: GER ultramarine, French QUEST is black and the ETAT green.
* **JNR Mogul** 2-6-0 black. Specially converted to correct 2 cylinder operation for Australian market.
* **0-4-0 TANK** – Freelance locomotive in black.



* **Union Pacific 'BIG BOY'** 4-8-8-4 Articulated and Centipede tender. 1.224m (481/8") long. 19 Kilos.

NEW MODELS FOR 1982

June 1982 – Climax 'C' Gear Driven Logging Locomotive
Later in 1982 – Swiss Tank Locomotive.

PREVIOUS EDITIONS

We may be able to supply limited numbers of some of the earlier models. These will be to special order only.
At the moment, we can acquire:
***SCHOOLS Class 4-4-0 Southern Rail**
***RENO**
***SNCF Mikado 2-8-2**
***DB 78 4-6-4 tank**
***JNR C.62 4-6-4 (coal fired).**

SURVEY

As the ASTER collector is aware, the locomotives are produced in limited editions. Thus, when the edition is sold out it will no longer be available, and the ASTER engineers will produce a new prototype.

Under consideration for future production are the NSW AD60 class Garrett and possibly the C38, streamlined or unstreamlined.

The Garrett would probably be rather expensive, and the C38 around the price of the German DB 01.

The ASTER engineers would welcome any feedback from the Australian enthusiasts and sufficient interest may help them to decide in favour of producing an Australian prototype.

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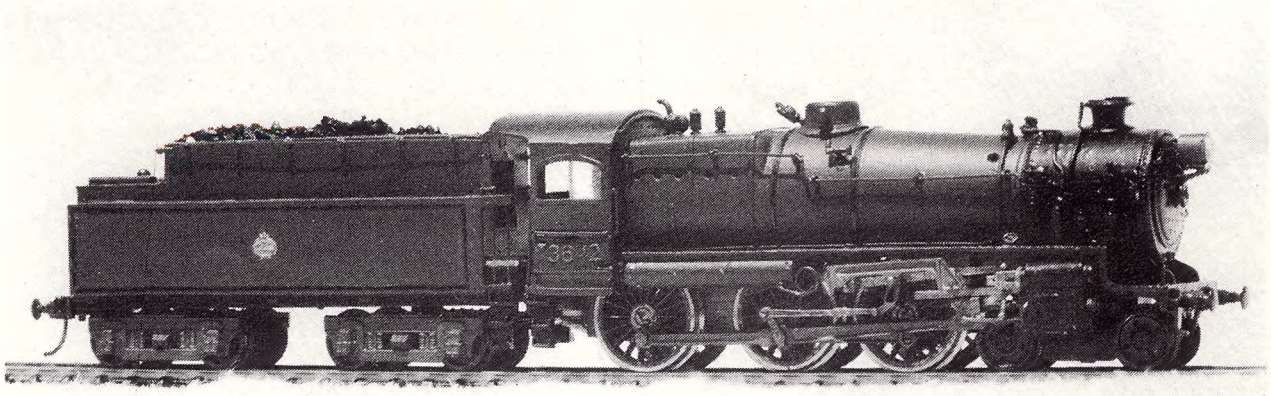
FSM

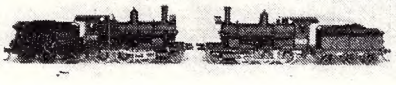
C36 Class Loco & Tender



This Model is more detailed than any previously manufactured by F.S.M. It has Chemically Milled Brass Motion with divided Main Con Rods which permit free running. The copious small detail parts are all Lost Wax Investment Cast in Brass. All other Loco & Tender castings by F.S.M. in Tin Alloy as normal practise.

Due to demand the Limited Run of RTR assembled, painted black, proof tested, C36 will be continued until further notice. Cost: $310.00 posted. Deposit of 25% required.

Kits with Assembly Instructions & Exploded Drawing cost $185.00 posted.



Z24 Loco & Tender
Posted $123.00

Z25 Loco & Tender
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C35 MkII Loco & Tender
Posted $153.75

D53 Loco & Tender
Posted $174.25

D55 Loco & Tender
Posted $179.37

Z18 Tank Loco
Posted $99.93

Please specify Tender Type required, also Std or Extd Smokebox for the Z25 kit.

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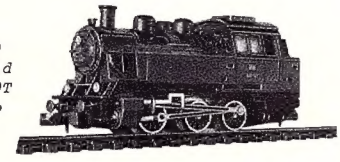

2250 Arnold 0-6-0T Loco

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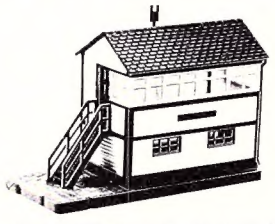

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DIVISIONAL REPRESENTATIVES:

Queensland:
Barry Turner,
15 Aberfoyle St,
Kenmore 4069.
Ph: (07) 378 7683.

New South Wales:
George Giraldi,
322 Elizabeth Drive,
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GLENELG — S.A. April 25,26 at Alden Manor, The Broadway, Glenelg. Open 12 noon — 9pm (Sun), 10am — 6pm (Mon). Admission $1.00/50c.

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BLACKTOWN — N.S.W. June 12,13,14 at St. Patricks Hall, Patrick St., Blacktown. Open 9am — 6pm (Sat), 10am - 6pm (Sun), 10am — 5pm (Mon). Admission $1/50c. Organised by the Prospect Model Railway Club.

BALLARAT — Victoria. June 12,13,14 at the Civic Hall, Mair St., Ballarat. Open 1pm — 8pm (Sat). 10am — 8pm (Sun), 10am — 4pm (Mon). Admission $1.50/50c. Organised by the Ballarat and District Model Railway Club.

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Layout
John Casey, Phil Curnow, Bob Gallagher

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Australian
Model Railway Magazine

COMMENT

We are, at the present time, going through a period of dramatic change in Australian railway transportation. Past mention in this column concerning such reshaping has touched upon the need to record by photography and note historic items of hardware so that vehicles, structures and events can be recreated in miniature form to fulfil the educational, recreational and nostalgic needs of the future. The contemporary scene, and that of coming times, promises equally interesting periods and subjects for modelling, and are at least worthy of passing consideration.

New railway lines have been built, and others have been upgraded, for the carriage of coal, iron ore, copper, zinc, nickel concentrates and grains, reflecting the importance of bulk traffics to current railway workings. Commodities handled by rail-borne containers include perishables, dairy products, specific grains, automobile components, iron ore, mineral sands, salt, cement, gases, liquids, hides and skins, acids, superphosphates and livestock. Greater acceptance of the concept of containerisation by rail authorities is evident by the creation of the Railways of Australia Container Express service. Overseas shipping companies and freight forwarders of domestic origin also provide major sources of rail container movements.

There are now in excess of 50 regional freight centres in Australia, with many more scheduled to come "on stream" shortly. These centres provide the opportunity for the modeller to duplicate modern materials handling equipment and techniques which have been introduced at these road/rail transfer points — imagine the scratchbuilding of a working gantry crane, for example. The trains to and from these locations need not be dull rakes of uniform vehicles — if the town boasts a variety of cargoes consigned or received by rail, then mixes of container flats, covered vans, open trucks and specialist wagons may well occur.

On the other hand, unit trains dedicated to merry-go-round operations provide a legitimate excuse for the same rake of wagons (and, in some cases, locomotives) to appear on the layout during each operating session.

I could mention through-running of motive power and rolling stock, which not only adds colour to the individual layout but provides the ready-to-run and kit manufacturers with a potentially greater market than that made possible by the parochial prototype scene of even only two decades ago.

Despite the rationalisation programmes of the 1970s, passenger trains still exist in relatively large quantities — although their services are not equally spread throughout the Commonwealth. A good variety of coaching stock can still be found, particularly in the major conurbations, but a trend towards design standardisation is becoming apparent on certain systems.

Modern image modelling offers a number of benefits — not the least of which is the fact that much of the research necessary to build a convincing layout can be undertaken simply by observing operations in person or by perusal of those railway magazines dealing with current affairs. The reduction in research time afforded by not having to wade through a mountain of old material may help some modellers realise their plans a great deal earlier.

— Paul Rogers

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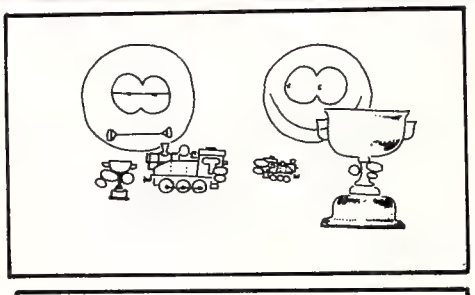
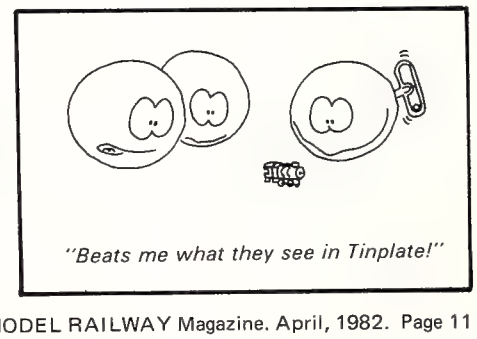
A touch of New South Wales in Germany. Lothar Steinke, a reader from the Federal Republic of Germany built a model of Tumulla signal box in 1:22.5 scale to control a passing loop on his LGB based outside layout. The cabin is weather-proof and houses the electrical connections for the lamps, signals and points of the passing loop. Lothar supplied the photo. More photos on page 45.

ON THE COVER: *T256 heads a goods out of Melrose on the Wilmington branch in South Australia. The photograph was taken by Graham Ball, in April 1968.*





"Beats me what they see in Tinplate!"

DYERS TRANSPORT

by Phil Jeffery

Dyers Transport introduced containers of their own design in 1976, for use between Sale and Dandenong. As stated in the July 1980 issue of A.M.R.M. there were only three KMQ wagons equipped to carry them.

The closed sides, roof, floor and doors of the containers were made of plywood. Angle iron and metal strapping held the whole lot together. Dimensions of these containers were 8 feet 2½ inches high, 8 feet 1 inch across the doors, and 8 feet 2 inches wide. There was a metal Tee section which locked into the centre of the container, and the doors fit between it and the sides. The doors were each 3 feet 11 inches wide. The strip across the doors, in the photo of container number 7, was found to be in different positions on other containers, but usually roughly across the middle of the door. Variations in height have been noted, and were due to deterioration of the sides and ends.

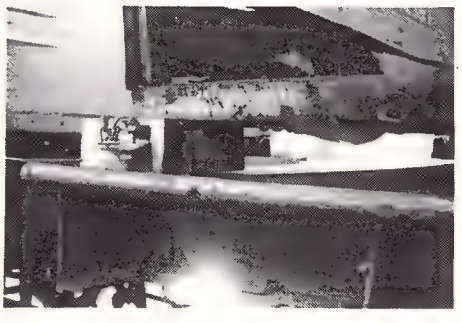
The doors were removed for loading and unloading. To do this they were lifted up far enough to clear the bottom angle strip, then pulled outwards and slid down to clear the top restraining strip. To assist with this operation the doors had a handle 10 inches from the bottom, roughly in the middle. It measured 8 inches long, 1½ inches high, and 2 inches wide.

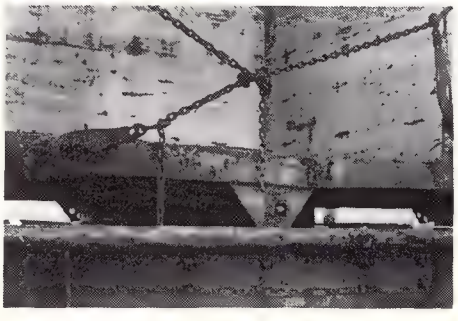
As can be seen from the photographs, the containers sit clear of the wagon. Supporting each corner was a locking block 4¾ inches high, 7 inches long and 6½ inches wide. The centre of the container was held up by a 4¾ inch 'I' beam across the container.

The colour of the containers is rather hard to describe; the nearest would be aqua, but more blue than green in shade. This colour is applied to the three solid sides, with the container number in white on the back. Some of the containers had the number painted on the side as well as the back. The doors were a dirty maroon/brown colour.

Lifting hooks were on the four top corners, and the doors were secured in place with locking chains.

These containers entered service in 1976 and were withdrawn in 1980.





Top: Looking like large tea chests, Dyer's transport containers at Dandenong. Notice the different styles of numbers, and corner strapping.

Left: Door detail on Dyer's transport container Number 7.

Centre: The chains and dogs which keep the doors in place, and the effects of nature can be clearly seen here.

Above left: Corner locking detail on KMQ 134.

Above right: Centre support area details. Note interior of container and 'I' beam attaching method.

WESTERN DIVISION

In the final part of his article, Kevin Brown describes the remodelling of this layout.

Remodelling

In the original track plan for Mt. York there was only provision for two long, and three short sidings and any shunting required the use of the UP main, which of course was hardly satisfactory during exhibitions. A crossover was provided as a loco escape on one of the long sidings, which could also serve as a run-round loop.

With an additional two feet added into the middle of Mt. York, I decided to remodel the yard eliminating the previous problems of shunting. Incidently, I was aware of this fault during the original planning, but did not think it would prove to be as big a nuisance as it eventually became. The double-slip remained in place and also the turnout leading into No. 4 siding, but everything else was ripped out. Number three siding was converted into the Headshunt and with the addition of hidden sidings the headshunt had to be long enough to hold anything that the hidden sidings could handle, plus shunter, clear of any turnouts. The loco escape cross-over was reversed so that the departure road was closer to the hidden sidings when making up trains. This also meant that a train could arrive without disturbing any shunting moves of stock from the hidden sidings.

Number two siding was made long enough to hold four 72'6" cars, or five 50' cars of the 'R' or 'FO' type. The crossover leading to the back platform remained in the same place, but the back platform was cut back by 12", which gave an additional length of only 12". This was done to allow more space for the signal box and other buildings.

The construction of the new pointwork for the remodelled yard was done on the site with P.C. board sleepers. The P.C. board sleepers were pinned down with drawing pins over the drawn in track plan, the sleepers being cut long enough to cover double track, which gives more rigidity (see photo). Point motor holes were then drilled after removal of the completed assembly, additional sleepers being glued on prior to laying permanently, carefully avoiding glue on moving parts. The final assembly was then positioned into the glued roadbed and ballast sprinkled over the whole assembly. Incidentally the double-slip was also laid on a few P.C. board sleepers after accidentally melting the plastic sleepers with metho based wood stain some time previously. After this accident the slip was lifted and plastic sleepers removed (only around the working parts) and relaid using mostly balsa sleepers with a few P.C. sleepers to keep it all in place. It has not given any trouble since this operation.

To allow sufficient length to the headshunt, rock had to be blasted away on the curve opposite loco, which spoiled the appearance of that curve (see photo), but the appearance had to be sacrificed in the interest of completely independent yard working clear of the main line.

The additional two foot extension on the Knapsack section was much simpler, the alterations only involved the double track main and no pointwork. The scenery was another thing, as the rock work in the cutting had to be extended and the colouring matched up to the existing rockwork without too much recolouring of the older stuff. On the original section where the curved cutting still remained (see photo), I thought it would be an interesting feature to turn it into an abandoned single line tunnel, which has resulted in an attractive feature. The road bridge and highway from this part of the original layout were removed.

A lovely shot of CPH and trailer approaching Knapsack. Photo: Jack Parker.

The alterations and additions were first thought of during the 1977 Willoughby Festival Exhibition and work commenced a few weeks after. Carpentry, trackwork, electrical forged ahead rapidly and all was completed in time for the 1977 AMRA Exhibition on the October long weekend. See accompanying photos of the work and roundhouse construction.

Personalities and Genesis

You have now been told all about the development, construction and subsequent upgrading on the Western Division but not much about who helped in doing all the work.

The initial idea to build a portable layout in the unit came out of a conversation over a cup of tea with Bruce Lovett and myself after the 1975 Willoughby Exhibition.

Bruce offered some ready made plywood panels that were ideally suited for a portable layout. Construction commenced soon afterwards on the floor of the lounge room in the home unit I was renting at the time. Once the baseboard dimensions were established work started on designing a track plan, the original thought being to have the turntable on the inside of the mainline where it could be seen for aligning purposes, but this soon changed to one of the outside corners. I no longer have the original drawings for the layout, but as near as I can recall there were only minor alterations to the plan. The main one that comes to mind was that I originally intended to have three long tracks in the yard. The middle road was a compromise, as it was impossible to have two refuge sidings, or even one refuge accessible from both UP and DOWN mains without occupying a lot of space better used for platforms and associated buildings.

The trackwork was hand laid as previously described, and all trackwork was done myself as was the electrical work.

Weekly working bees were soon established on a rotation basis between my layout and a layout Bruce had started. Track work was completed well before the end of the year (1975) and the scenery makers then started their task. About this time Len Gibbons and George Berg joined in the working bees which rotated around our four homes.

Bruce Lovett and myself were also on the committee for the Willoughby Exhibition which was then in its third year. There being a shortage of layouts in the exhibition I decided to enter my layout.

Our four man group soon started working weekly on the scenery, cutting and shaping the styrene (a very messy job in a loungeroom — much work with the vacuum cleaner) and finally the plaster work and colouring.

Most of the credit for colouring of cuttings and rock faces must be given to George Berg, who was a home decorator before going into the hobby shop business and is expert at mixing colours.

The alterations in 1977 required a considerable amount of carpentry to the side sections which were lengthened to 10'6" in a one piece form. The carpentry, both in the alterations as well as the original construction was only achieved with a large amount of work by Bruce Lovett.

During the 1977 alterations Barry Gash joined in the working bees to get the scenery completed in time for the October exhibition. Barry was responsible for the detail scenery around the abandoned tunnel mouth.

Now the Western Division had reached its final form after two years of construction and exhibition with changes both large and small, each exhibition seeing alterations or additions.

Buildings

The buildings on the Western Division were selected from prototype designs in existence on the Blue Mountains that had some particular appeal to me. The midnight oil was burned on numerous nights prior to exhibitions in a mad effort to complete a structure in time. I will not go into a description of the construction methods used on each building but will describe each building's origin and the brief description of types of materials used.

The first building constructed was the two storey station building at Mt. York. As already mentioned this building was based on the Mt. Victoria building on the DOWN platform which was constructed in the mid 1870's. Several field trips were made to Mt. Victoria with the intended purpose of photographing various buildings for scaling and detail.

On one particular excursion with Jack MacMicking we had sought permission from the ASM to wander around and take pictures. He said to us, "sure, but we have a train off the track . . .", so, as you can imagine we did not photograph many buildings that day.

The Mt. York building was roughly scaled up from various photographs, keeping in mind the space it had to fit. I wanted to retain the particular character of this beautiful building with its various add-ons over the years which gave those fancy roof shapes. The structure had to be curved to fit the model platform and the number of windows in the top storey had to be reduced by one. For the stone work I used 'N' scale Faller stone, the HO scale stuff being far too large.

The Knapsack station building was constructed from copies of the standard N.S.W. station building designs. Strawboard or card of 1/8" thickness was used with printed brick paper glued over the top.

The signal box at Mt. Victoria was the subject for the Mt. York model. Dimensions were taken by counting the number of bricks from photos of the prototype and a certain number of guesstimates to maintain the correct proportion.

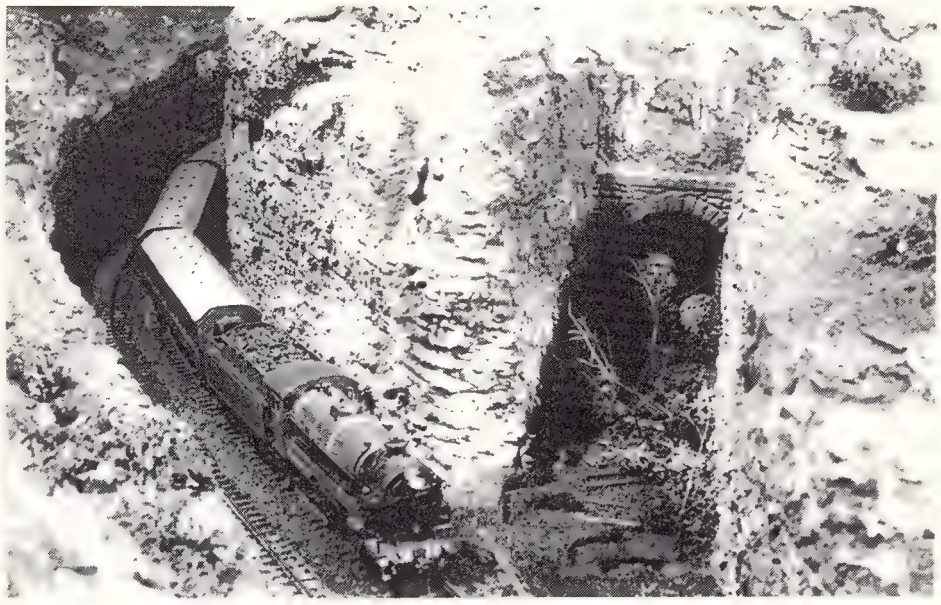
Building materials used for this model were varied. The brickwork was made from plastic moulded sheets and the timber walls were constructed from 'Northeastern' weatherboard. Windows were individually cut from 0.001" plasticard and built to simulate sliding windows.

The footbridge at Mt. York was modelled after the Bullaburra footbridge using 'Northeastern' T shape, as H section can not be obtained small enough to give a realistic scale appearance. This model was originally built to fit the platform on the N.S.W. Model Railway Club layout, but as it happens it also fits the Mt. York platforms. It won the 1976 "Candemah Valley Cup" for Lineside Structures at A.M.R.A., so it has a certain amount of sentimental attachment.

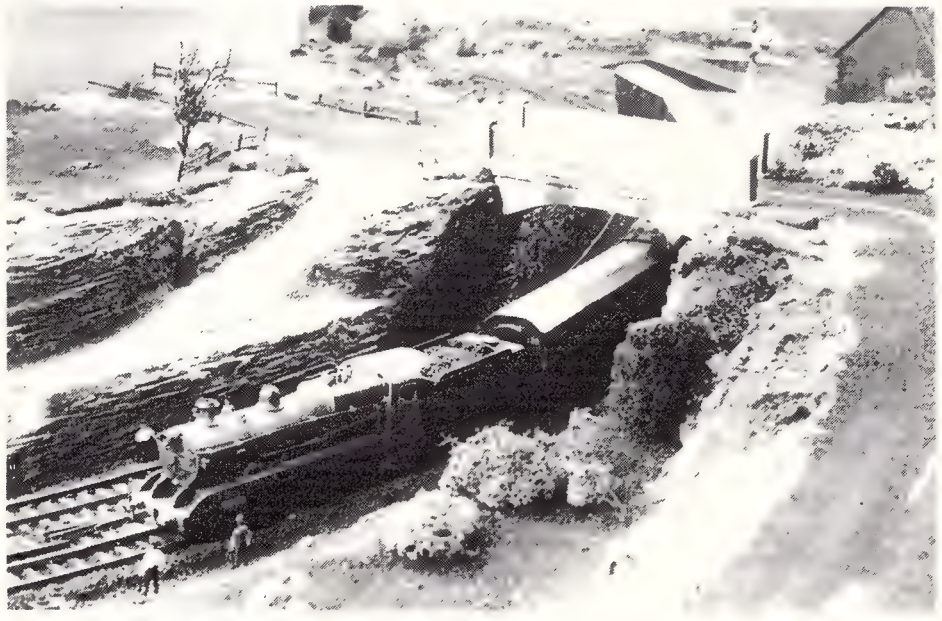
The roundhouse at Mt. York, as previously mentioned, was reduced from the Valley Heights 10 stall shed and built from a balsawood framework covered with aluminium corrugated sheeting. The UP platform building at Mt. York was fashioned after the building on the same platform at Mt. Victoria.

The footbridge at Knapsack was constructed as late as 1978 and built along the same lines as the earlier Mt. York bridge.

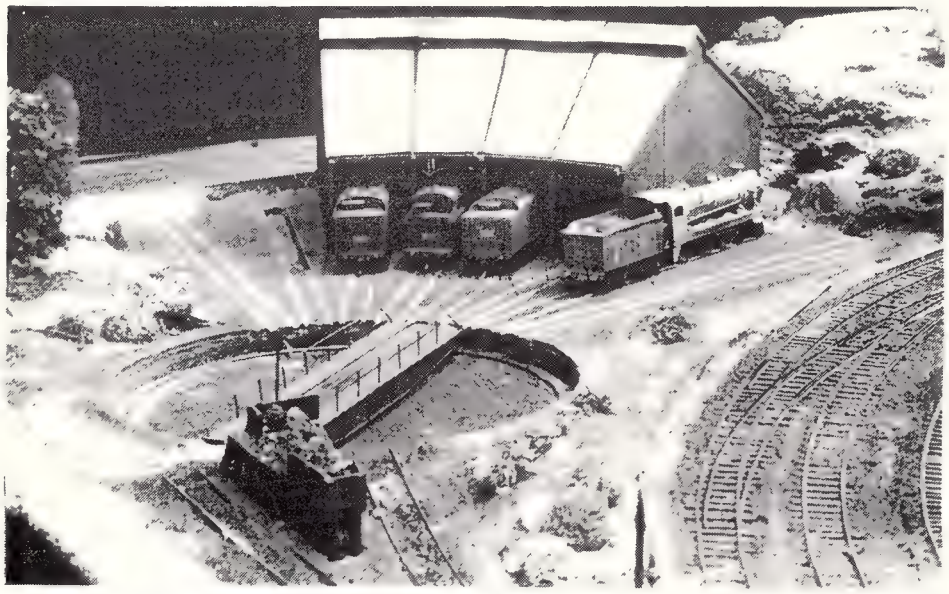
Not much is left to describe of the Western Division buildings, except that the coal stathe



The abandoned tunnel is actually the original alignment for the cutting; when the layout was extended, two feet was added to this section, making a longer straight approaching Knapsack and an excuse for this scene, common in NSW. Photo: Kevin Brown.



Concrete and brick overbridge suspended between solid rock embankments is typical all through the Blue Mountains area. Photo: Kevin Brown.



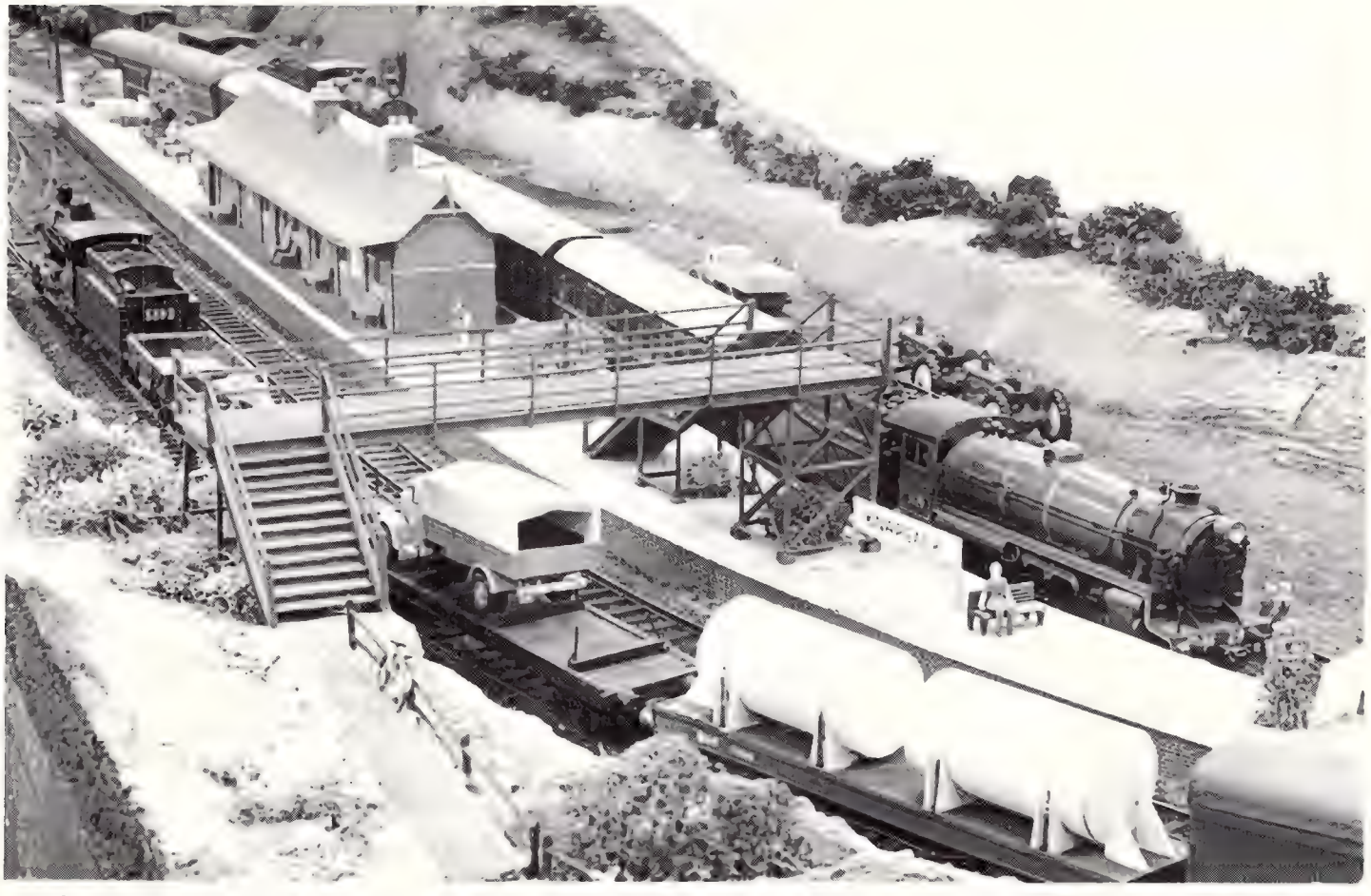
During exhibitions storage facilities for locomotives are essential to provide a variety of loco changes, in addition to the focal point that this type of operation provides. The addition of the 8 stall loco yard in 1977 made for interesting operation and somewhere to put all those engines. Photo: Kevin Brown.

Another view captured by Jack Parker, of the two storey building at Mt. York modelled after the beautiful old stone building at Mt. Victoria. Faller 'N' scale stone paper was used to construct the building as there wasn't anything small enough to give a realistic appearance in HO. Photo: Jack Parker.

5171 and a train of empty S trucks approaches Mt. York through a deep cutting on a dull, misty morning, typical of the Blue Mountains. Photo: Kevin Brown.

Curved pointwork approaching Mt. York was constructed in one piece, using the printed circuit board technique. Photo: Kevin Brown.

FSM kit-built model 5593 on trials waits in the refuge at Knapsack during the 1978 AMRA Exhibition. Photo: Jack Parker.



KNAPSACK: Typically NSW in flavour, with island platform covered mostly by a light sandy type of gravel. Station building modelled after the standard NSW suburban and inner country areas brick building, this style of building is most prevalent in the Blue Mountains area. Photo: Jack Parker.

was built by Jack MacMicking from balsawood and the platforms formed from 1/8" balsa to keep down weight. Platforms were masked up and painted with PVA glue and sand sprinkled through a strainer to give that typical N.S.W. sand or gravel platform.

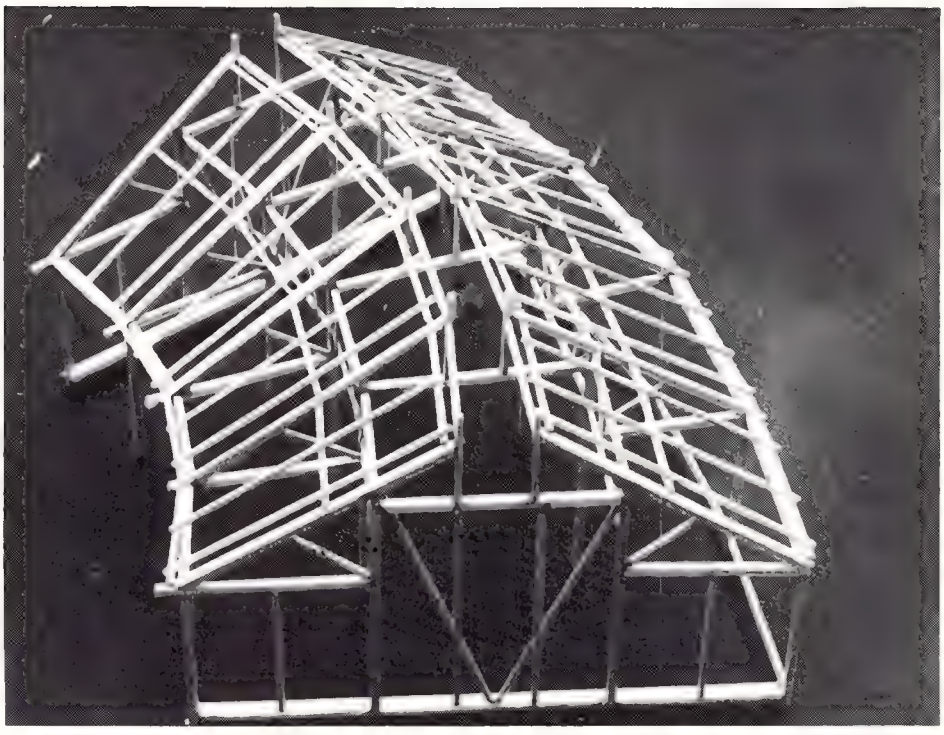
Conclusion

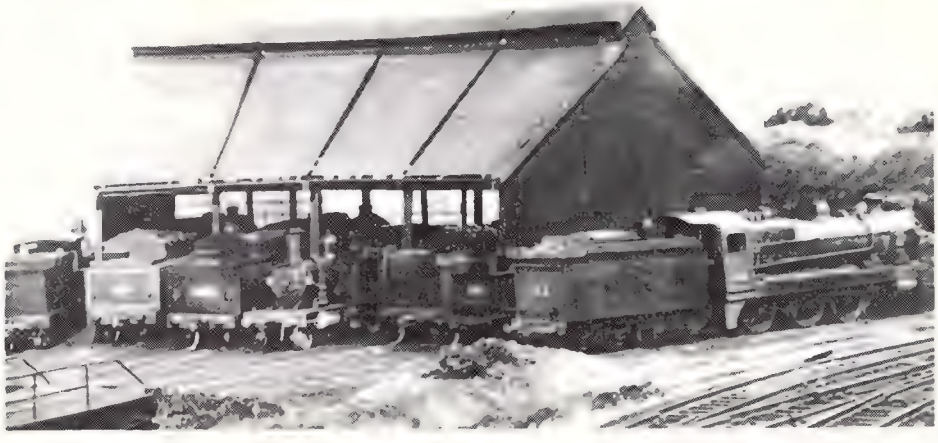
After the 1978 Canberra Model Railway Exhibition considerable damage was sustained on the return journey home. At first I had thought that the damage was too much to be able to repair in time for the October AMRA Exhibition at the Showground.

Several sets of points had been badly damaged and had it not been for hand laid track I do not think repairs would have been effected in the time I had available. Rail from two curved points had been torn from the sleeper base and bent back at twisted angles. Factory made points would have to be completely removed and roadbed replaced before laying a new one. All that eventually was required to repair the damage was straightening of rail and refixing to the sleeper base.

By now it is probably fairly well known that the "Western Division" has changed hands. The layout will most probably no longer be known as the Western Division at any future exhibitions entered by the new owner.

Sale of the Western Division was only brought about by the difficulty of storage that





Top: Balsa framework for the roundhouse prior to cladding with corrugated aluminium. At a future time I may do an article on this type of construction.

Right: The roundhouse at Mt. York was modelled on the 10 stall structure at Valley Heights. The provision of the larger loco facilities made a popular feature with the public. Photo: Kevin Brown.

Below: Mt. York Loco Depot after the 1977 modifications. The camera finds the loco yard almost full in this scene during the 1978 AMRA Exhibition, a sight reminiscent of the heyday of steam. Photo: Jack Parker.

may arise in the very near future. It is with a certain amount of regret that the decision has been made to sell the layout, as you can no doubt imagine the amount of enjoyment and satisfaction I have obtained from building and exhibiting this layout.

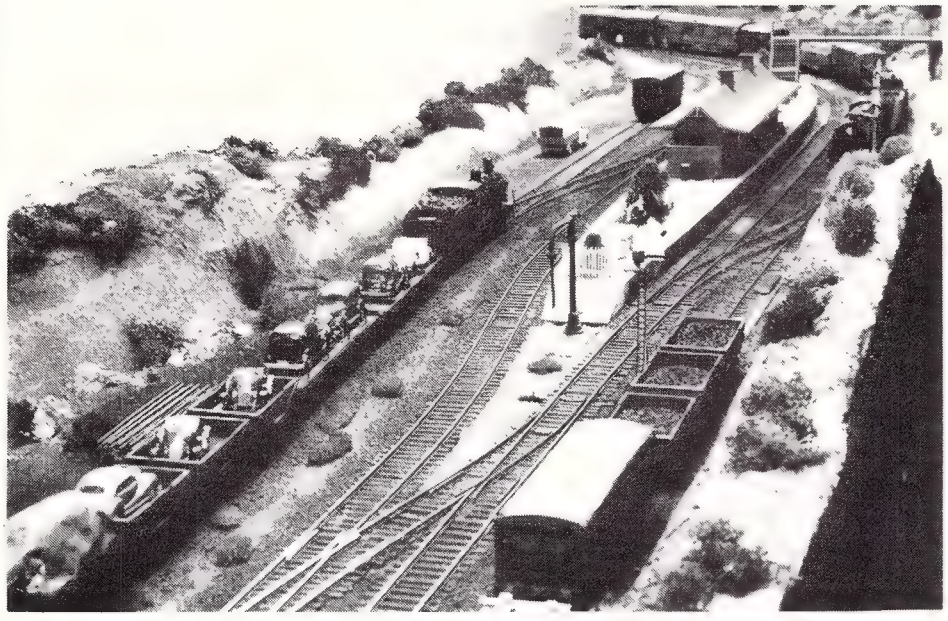
Battle Honours

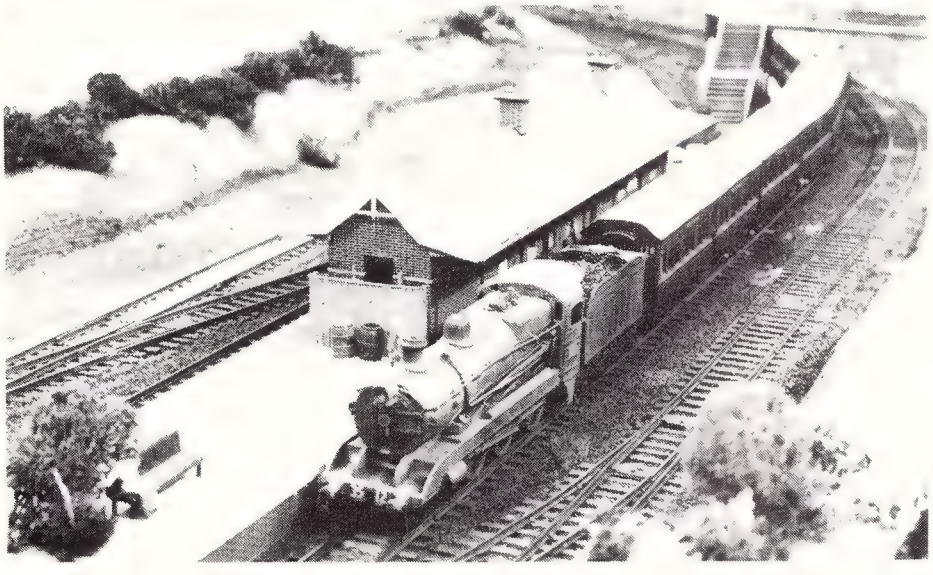
March 1976	— Willoughby Festival Exhibition
October 1976	— AMRA N.S.W. Branch Exhibition
March 1977	— Willoughby Festival Exhibition (Received Bob Dougherty 'Special Award' for best N.S.W. layout)
October 1977	— AMRA N.S.W. Branch Exhibition (Received 'Most Popular Layout Award' by public vote)
August 1978	— Canberra Model Railway Exhibition
October 1978	— AMRA N.S.W. Branch Exhibition at the Showground. (Received Judges Vote 'Best Layout Award')
March 1979	— Willoughby Festival Exhibition

Tourist train headed by round boilered 3620 minus headlight has just come down the 'hill' from Mt. York slowing down to stop at Knapsack. Photo: Kevin Brown.

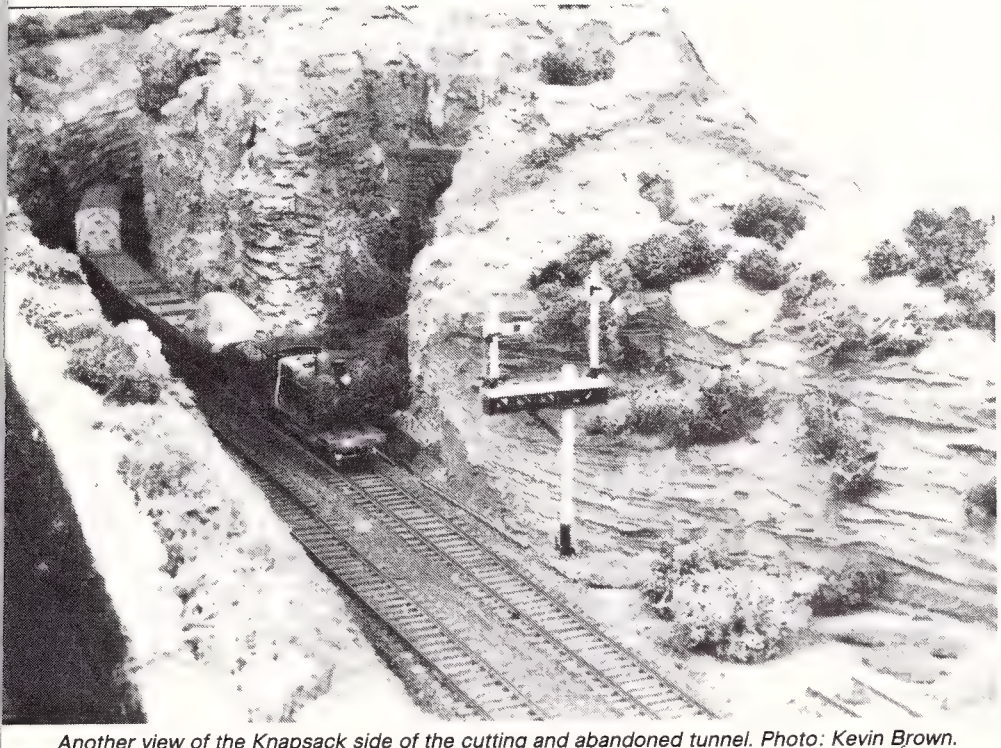
The 'stick is off' in both directions, a DOWN goods with a mighty 57 at the head, and the ubiquitous 50 class wait in the refuge until passenger traffic overtakes in a busy period. Photo: Kevin Brown.

Another 'bird's eye view' of Mt York this time after the layout extension Photo: Kevin Brown.





Two more views of Knapsack showing a typically NSW setting. Knapsack is actually a gully at the foot of the Blue Mountains approaching Lapstone and was chosen to represent the lower Mountains area. Both Photos: Kevin Brown.



Another view of the Knapsack side of the cutting and abandoned tunnel. Photo: Kevin Brown.

AMRM NEWS

Regrettably, from this issue, the recommended retail price of the Australian Model Railway Magazine has risen rather dramatically to $1.80c. This rise has been brought about by hefty increases in printing which was caused by rising paper costs, rising labour costs and the gradual introduction of the 35 hour week into the printing industry. Of course on top of this there is the application of the 2½% tax levy that is expected to be applied to magazines by the Federal Government, being backdated to January 1982. At the time of going to press we are still uninformed as to what we can expect from our 'leaders'.

Subscriptions

With the increase in the price of AMRM it is natural that the subscription rate would rise, and rates of $12.00 within Australia and $14.40 for Overseas, have been struck. In setting these new rates the increased price considered was that of the magazine, rising distribution and postage rates being absorbed for the present.

Celebrity (in the making) Visit

The Prospect Model Railway exhibition, to be held over the June 1982 Queen's Birthday Weekend, promises to provide something of a difference in the form of scenery clinics. These clinics will be conducted by Malcolm Furnow, who is presently being hailed as the new 'John Allen' in the USA.

For newcomers to the hobby, the late John Allen was held in very high esteem for his modelling and contributions to the model railway hobby. John specialised in scenery and his Gorre & Daphetid layout, while being destroyed by fire just after his death in 1974, lives on in photographic form as a scenic wonder.

Malcolm Furnow has received his recognition for his ability to scenic a layout with the aids of mirrors and natural talent. Some of this work was featured in recent issues of the USA model press and a fine photo of Sheridan, Colorado (a town on Malcolm's HOn3 Denver & Rio Chama Western layout) is featured on the inside back page of the 1982 Walthers HO Railroad Catalog.

There is little doubt that we can all learn from some of the Furnow techniques, especially as he will be using Australian (available) materials. Hopefully we may be able to cover some of this craftsman's work in AMRM in future issues.

Malcolm's visit will not be confined to Sydney, however, and some Australian layout visits are planned. Hopefully Malcolm will take back to the USA a favourable impression of Model Railways in Australia.

More details on the clinic itinerary next issue.

Exhibition Donations

It is pleasing to advise some of the results from the rather successful Birkenhead Point (January, 1982) exhibition which was organised by the Epping group of the Southern Cross Model Railway Association. From the proceeds the Australian Association for Better Hearing received a donation of $2,000.00 and the Epping Branch of the Sub Normal Children's Welfare Association received a donation of $1,500.00. All involved must be congratulated for such a fine effort to the hobby and to the specified organisations.

Model Railway Conventions

It is disappointing to note that the Sydney Model Railway Convention set down for October 1981 had to be cancelled due to lack of numbers. It is interesting to reflect and try to reason why most model railway conventions planned for Sydney have either been a very disappointing failure or total flop.

In the past years at least two major ventures, and now a smaller one, have been found wanting where attendance is concerned. Why?

It cannot be due to the lack of planning or the lack of interesting subjects to be covered, for the best of Australian talent was on hand. There just seems to be a total lack of interest by Sydney residents.

This apathy is not shown in Melbourne where a successful convention was held last year (with visitors from New Zealand), or to Canberra where, in 1979, a joint AMRM/Canberra Model Railway Club venture saw 150 in attendance for a one night show, with most of them Sydney residents.

It is, however, interesting to note that Peter Betts, with the co-operation of the NSW Branch of AMRA, is planning a one day convention for the 1st of May,

Continued on page 43.

COBURG — VICTORIA

Text — Ian Weickhardt
Plans — Ron Wrigglesworth
Photographs — Bob Gallagher
Diagram — Dave Taylor

This article was originally meant to be a small amount of supporting text to go with the drawings and photographs of the freight shed and electric yard-crane at Coburg. But the more I thought about it, the more I felt that there was a lot more to say in such an article than facts about the Coburg yard facilities. And so the article grew to its present size.

Coburg, on the VR's Upfield suburban electric line, is now just another stop on journeys to Fawkner and beyond. It no longer has freight facilities. However, the facilities that did exist have some appeal to modellers interested in simple, medium size goods sheds and/or electric yard cranes. The shed and 6-ton crane are typical of those at locations having a small freight facility, but requiring the use of heavy lifting equipment. At Coburg, such heavy lifting capability was needed by the heavy-industry clients in and around the Brunswick-Coburg area.

The accompanying drawings and photos give enough information for scratch-builders to be able to model either or both structures. The shed can be built up using techniques described in past issues of AMRM — such as in Phil Jeffery's "The Great Goods Shed Build In" March/April 1976; or in Alan Templeman's "Modelling Menangle Goods Shed" Jan/Feb 1978.

The shed, like most VR goods sheds, had a red roof and grey walls. The crane can be built up from square and nearly-round wood sections just as in the prototype. The 'hardware' (eg, the pulley sheaves, steel plate pieces, and footings) are best made from bits and pieces of metal; 10 thou sheet brass will be suitable for many such bits and pieces. The motor box itself can either be fabricated from metal or fashioned from a wood block. The latter method is perfectly satisfactory and less fiddly. The crane, as may be guessed from the photos, is painted in white with black trim.

So much for the crane and goods shed. What is interesting about the railway itself?

The Upfield line will be of interest to many modellers because, like the chameleon lizard, it has changed its physical appearance time after time to suit circumstances. Likewise, few model layouts remain static; when they are not being drastically changed — if not outright torn up — they are being "improved" or extended to suit circumstances. Most prototype suburban lines are comparatively static; for example Melbourne's Sandringham line and Sydney's East Hills line have changed little in character over long periods.

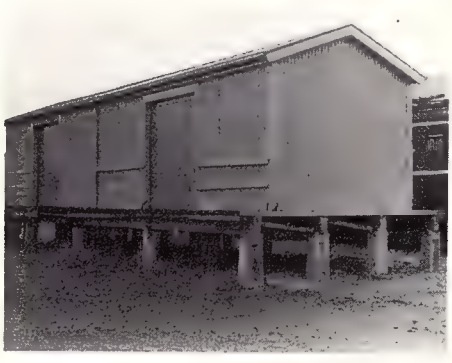
Not so the Upfield line. It started life as a 5-mile long suburban single line from North Melbourne, in the 1880's. The concentration of industry in the Brunswick-Coburg area, with the resultant high volume of freight traffic, probably justified the cost of the line independently of passenger considerations. So the modeller who loves lots of industrial traffic to sidings and spurs at frequent intervals along a single line would find inspiration in the stretch from Royal Park to Coburg, as it was before duplication.

The Victorian land boom of the 1880's brought about railway extensions which later proved to be white elephants. The Coburg line was in this era extended to Somerton on the main north-east line, in a way that reminds me

Trackside view of north end of shed. Note the simple ventilation arrangement — a sheet of iron is left off, and vertical planks nailed on to allow air flow.

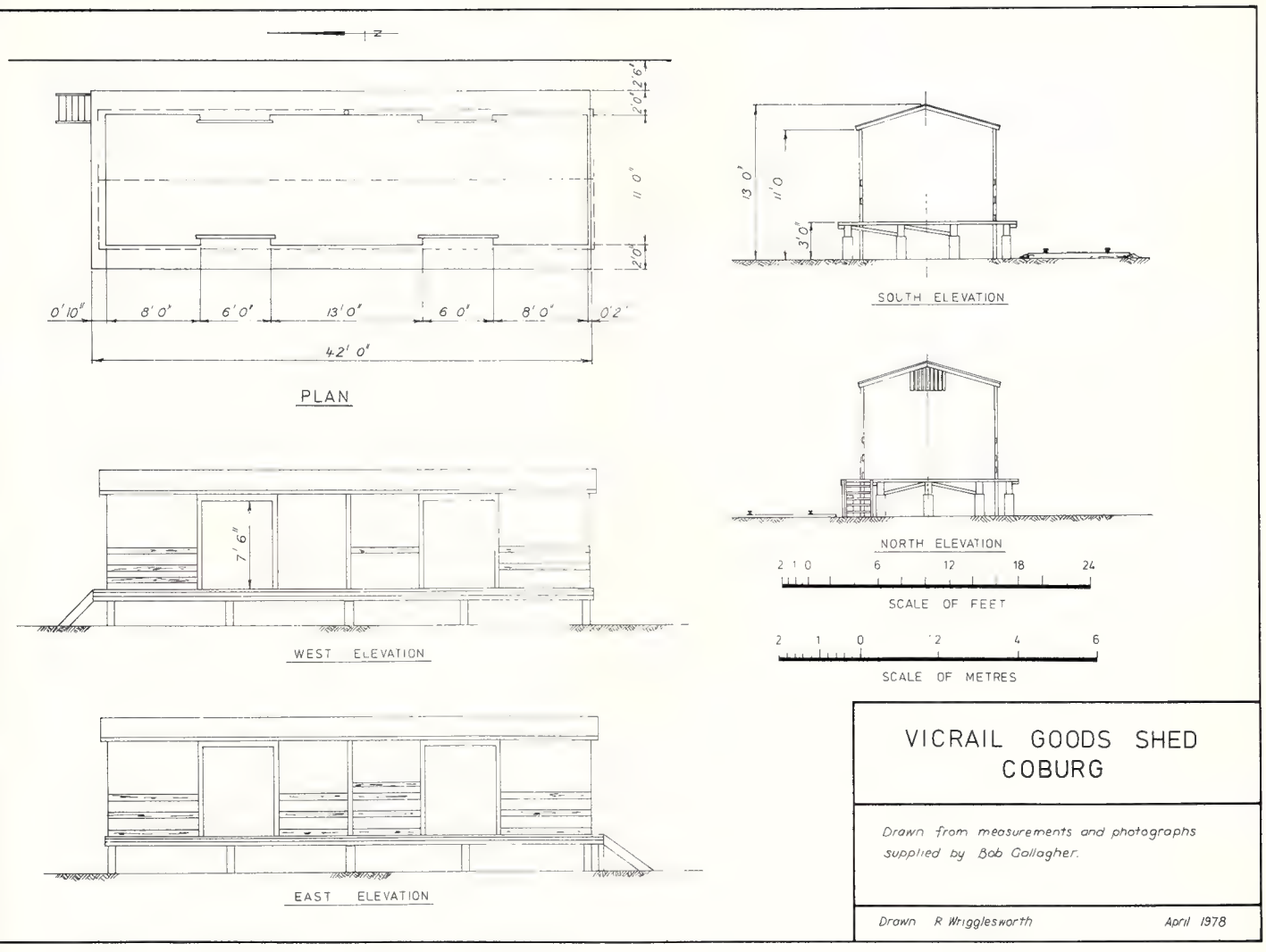
Trackside view of south end of shed. The 'stumps' consist of two types of pre-cast concrete posts. Models of these can be massproduced from plaster moulds, in plaster, or from silicone rubber moulds.

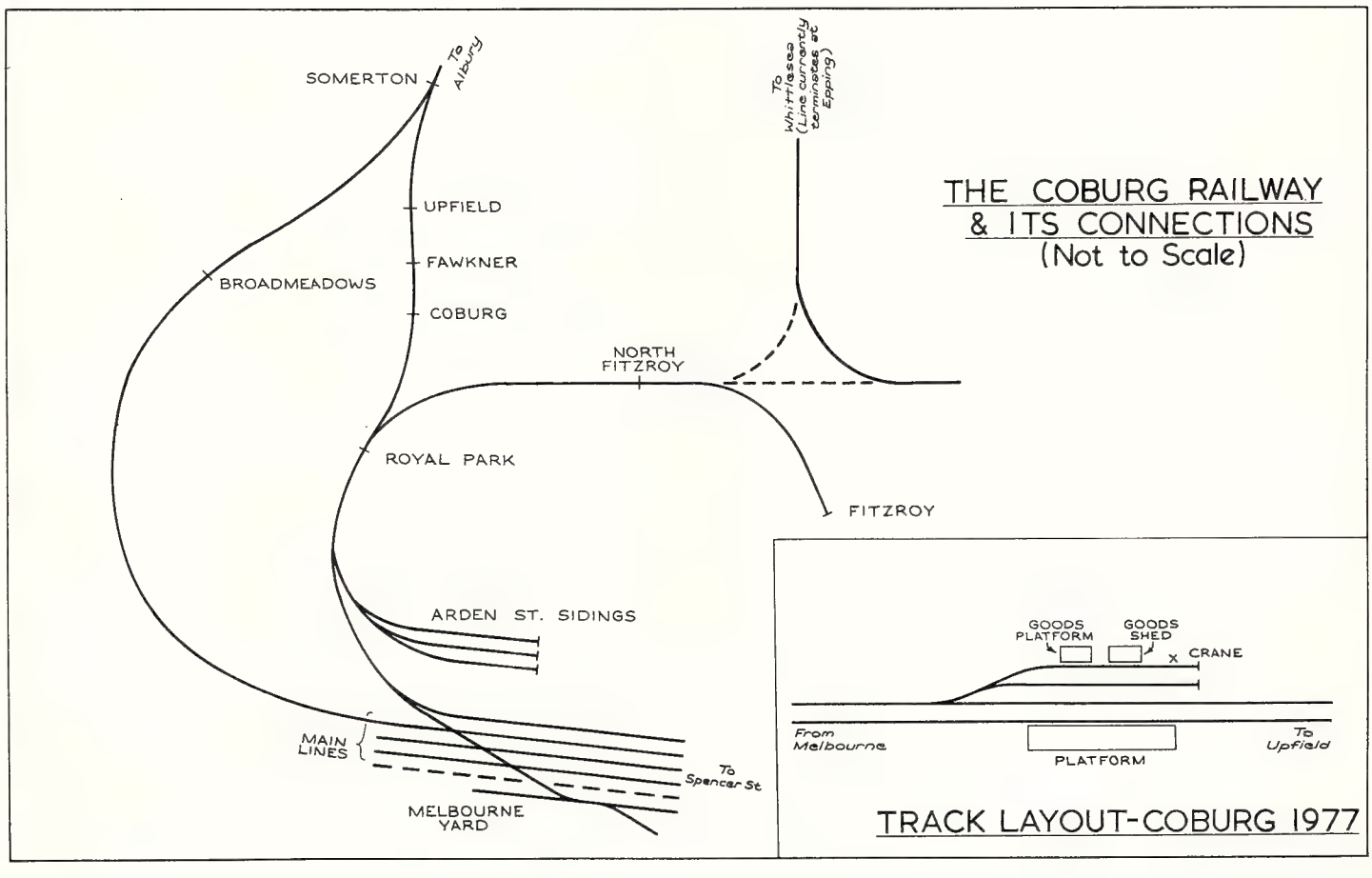
Roadside view of south end of shed.



Roadside view of north end of shed.

Unlike many other VR goods sheds, the decking along the front and back is quite narrow.


20' 6"
11' 0"
2' 0"
0' 10"
8' 0"
6' 0"
13' 0"
6' 0"
8' 0"
0' 2"
42' 0"
PLAN
13' 0"
11' 0"
3' 0"
SOUTH ELEVATION
NORTH ELEVATION
2 1 0 6 12 18 24
SCALE OF FEET
2 1 0 2 4 6
SCALE OF METRES
7' 6"
WEST ELEVATION
EAST ELEVATION
VICRAIL GOODS SHED
COBURG
Drawn from measurements and photographs supplied by Bob Gallagher.
Drawn R Wrigglesworth
April 1978


SOMERTON
To Albury
To Whittlesea (Line currently terminates at Epping)
UPFIELD
FAWKNER
BROADMEADOWS
COBURG
NORTH FITZROY
ROYAL PARK
FITZROY
ARDEN ST. SIDINGS
MAIN LINES
To Spencer St
MELBOURNE YARD
THE COBURG RAILWAY & ITS CONNECTIONS
(Not to Scale)
GOODS PLATFORM
GOODS SHED
CRANE
From Melbourne
PLATFORM
To Upfield
TRACK LAYOUT-COBURG 1977

of the activities of certain modellers (such as the author) who have extended a line for no particular reason other than it gives trains further to run. After a time, many such modellers scratch their heads, and wonder if it was such a good idea after all! (The voice of experience.) Well, here's the prototype white elephant. Instead of tearing up a "white elephant section" that currently irritates you, leave it in place as the VR did, and add 'weeds' to the right of way, and 'derelict' the lineside structures with a few pushes and some extra weathering.

In the VR case, the northerly spread of the suburbs and the 1906 opening of a new Melbourne General Cemetery at Fawkner brought about a re-opening of the section from Coburg to Fawkner. This section was used only for traffic to and from the cemetery — presumably more passengers arriving there than leaving — until 1914, when it was made available for a daily suburban service. However, by this time the traffic levels south of Coburg had resulted in duplication of the line to Coburg, a task completed in 1891. The large volume of freight carried on the duplicated section included:

- Bricks and other earthenware/ceramic goods from the local quarries and potteries around Brunswick.
- Coal and timber fuel to the potteries.
- Foundry output — castings.
- Sawn timber for house construction in the new suburbs along the line.
- Grain to flour millers at Moreland.
- Hides, skins and other meat industry items to the huge Goldsborough-Mort and Haughtons stores at Macaulay.

There was so much freight traffic that it seems that the suburban passenger trains must have been squeezed in to timetables where they could best be fitted.

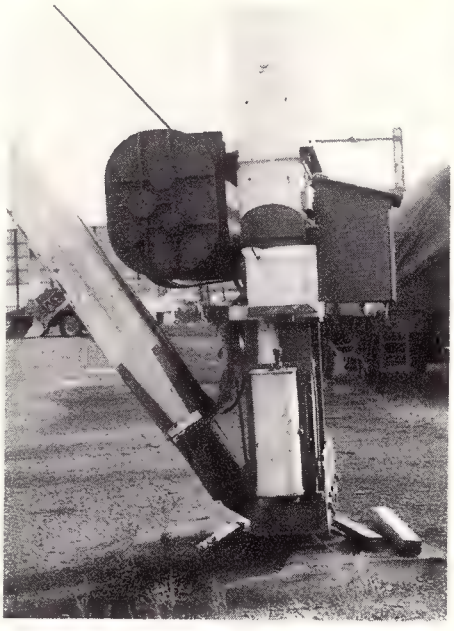
In 1959, suburban passenger traffic required the duplication of the line from Coburg to Fawkner. Despite the duplication, Coburg remains a single platform station, on the 'Up' line. The siding serviced by the crane and goods shed was removed in 1978, and the only remaining siding is used for stabling electric trains. Nevertheless, the heavy-industry based freight traffic had not gone — it had merely found a more northerly base. In conjunction with the duplication to Fawkner, the VR announced the re-opening and electrification of the single line section north from Fawkner to a location formerly known as North Campbellfield but now known as Upfield. This section, and the portion on to Somerton had in the late 1920's been re-opened for passenger traffic with a venerable old AEC railmotor — a bone-jarring bus-like contraption — but that had been discontinued some time before, in 1956.

The VR gave the reason for the re-opening to Upfield as the industrial expansion taking place along the Somerton railway/Hume Highway corridor. The Upfield station, for example, is adjacent to one end of the huge Ford complex. The Ford plant faces the Hume Highway. For a time after the electrification to Upfield, the main service to Upfield consisted of trains timed for starting times and finishing times at the Ford plant.

But the chameleon had not yet made all his changes. As the industrial expansion spread north, it became evident that the line from Somerton southwards should be re-opened for freight traffic. Later, standard-gauge connections were provided to Ford and other large plants along the way. These places are serviced by trains coming south from the junction with the North East line at Somerton, rather than 'through trains' from Melbourne

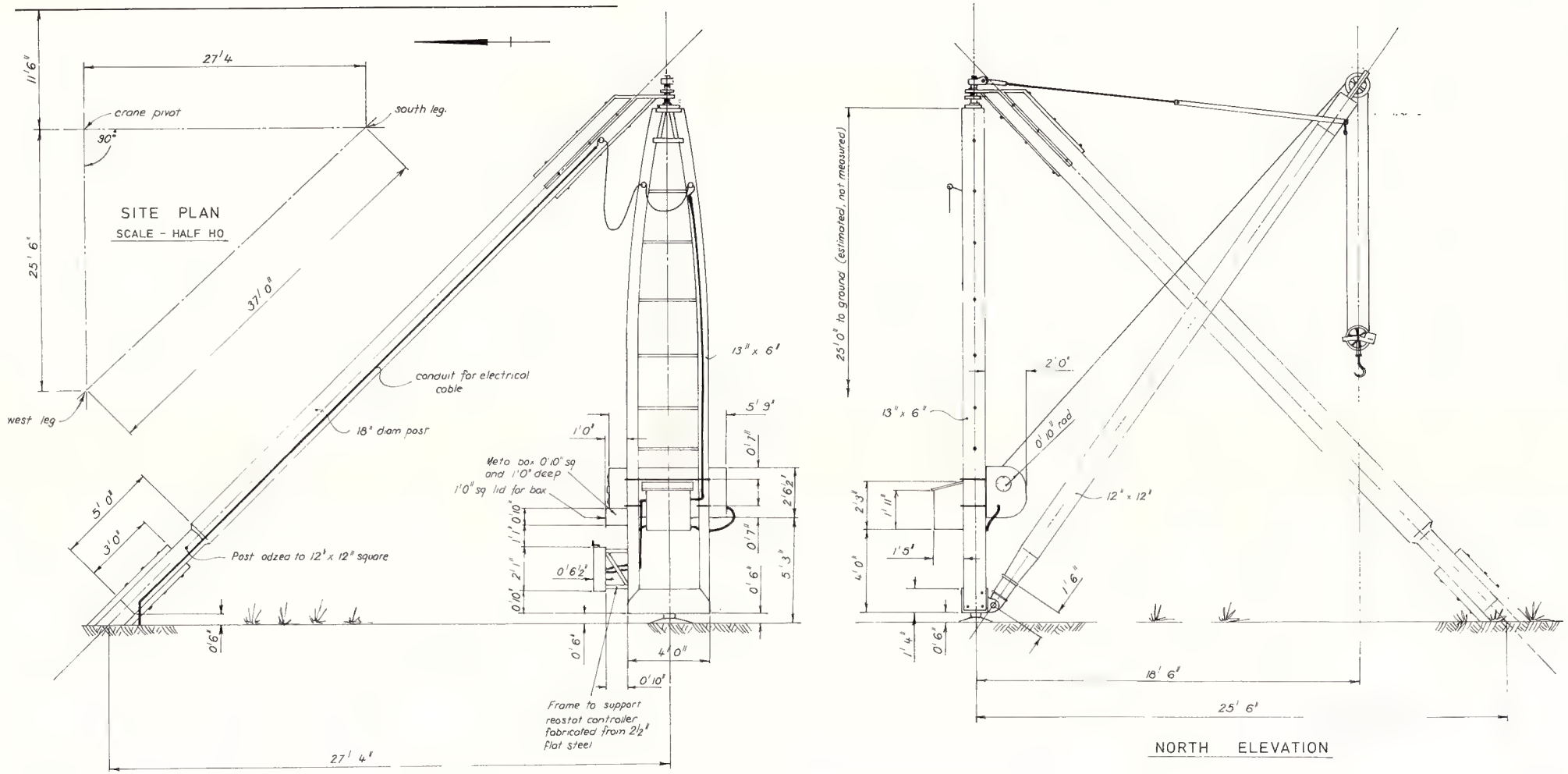
Crane and clutter at Coburg.

Close-up of electric motor and winch box. The lid securing arrangements are not too elegant.

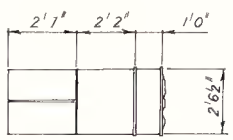


Winch end of motor box. Note the motor controller near base of crane, and fuse/switch box at right of main post.

Pulley sheaves and cables in view. Small sheaves can be bought from hobby shops stocking the 'finishing touches' lines of accessories. Cables can be simulated with nylon fishing line.



EAST ELEVATION



FRONT VIEW OF WINCH AND MOTOR

NORTH ELEVATION

1 0 3 6 9 12
SCALE OF FEET

1 0 1 2 3
SCALE OF METRES

VICRAIL YARD CRANE COBURG

Drawn from dimensions supplied by L Compton and photographs supplied by B Gallagher

Drawn R Wriggleswarth April 1978

Yard via Coburg. Yet heavy freight trains DO head north from Melbourne Yard on the Coburg line. They proceed as far as Royal Park and diverge to the North Fitzroy freight-only line, to take grain to the huge silo complexes at North Fitzroy, and briquettes further on around to Fitzroy. The North Fitzroy line was once an electrified double track line around to Clifton Hill via Rushall; at one time it had a suburban passenger service. Trains (often consisting of DERM's and trailers) for Whittlesea used the Royal Park-Rushall connection in their runs to and from Spencer Street. It is now a freight-only single line — but that's another story.

So the line to Coburg and beyond has grown, shortened, hiccupped, and changed drastically in its major traffic functions — all without being ripped up and started again in the way we modellers sometimes do.

Excuses for Embarrassed Modellers: (by an embarrassed modeller)

Several incidents and oddities concerning the Coburg railway give fresh heart to the modeller who makes mistakes with his layout. Make your own judgements about the following:

- When the line was commenced, it was to take an easterly route and pass the front gates of the Melbourne Zoo instead of the back gates as it does today. Not only were the relevant properties in North Melbourne acquired and demolished, but an embankment was started, and a cutting commenced across Royal Park. At about this stage, a political dust-up occurred in Parliament, and the route was changed to its present location. So if YOU change your mind during construction . . .
- The embankment along the shores of Moonee Ponds Creek between Macaulay and Royal Park came to grief during construction. One morning, after torrential rainfall the previous night, the locals noticed that the embankment had lost altitude. In fact, it had slid twenty metres sideways toward the creek and spread out! Do YOUR plaster mountains subside . . .? Also, the work involved straightening out the adjacent stretch of the Moonee Ponds Creek. Do YOUR rivers attract criticism because they are straight . . .?
- The Melbourne Yard is all on the west side of the Western, Northern, and North-Eastern main line groups at North Melbourne. The Coburg line branches away from this group over on the far eastern side . . . so all traffic from Melbourne Yard to the Coburg line and its branches has to cross the whole group to get there. There was once a legend that Coburg line goods trains had to have a loco at each end just in case one loco stalled during crossing of the main lines; but it seems more likely that the second loco was for banking up the 1 in 50 "Coburg Bank" to Royal Park. Some of the most important sidings on the Coburg line are at Arden Street, only a few hundred metres from the junction at North Melbourne. The best books on model layout design tell us NEVER to make track arrangements that cause blocking of a main line while a humble freight goes from a yard on one side to a yard on the other . . .

References:

1. "Somersault", magazine of the Signalling Record Society of Victoria.
2. VR "Newsletters" for 1959.
3. VR "Gradients and Curves" book, 1927 edition.

MAIL BAG

Sir,

I have not missed a copy of your magazine since 1966 and must state, it has provided me with many enjoyable hours of reading, along with a good source of material for my modelling. While I never seem to have the time to model the way I would wish to, the magazine keeps my interest buoyant and in touch with developments in the Australian modelling scene.

The main purpose of this letter is to make a suggestion. Many articles have been presented over the years on layouts. Such articles feature photographs which are a wealth of information and more often as not a track diagram. It is the track diagram I suggest could be improved by adding grid lines for each 300mm square (approx. 1'0" square).

For instance the article on 'BYLONG' in July/August 1981; I found the article very interesting. The track diagram well supported the photographs. However, when I tried to gauge the radius of the curve as a component of photograph at the top of page 17, the diagram didn't help. While the article mentions a minimum 30" radius no scale or grid is shown. Further, if a grid had been provided on the layout diagram it would enable the length of the sidings to be approximated as well. The effect achieved in a layout can be captured for one's own layout planning this way.

Referring to another excellent layout article, 'Woodend' of Sept./Oct. 1980 a grid over the layout would have been helpful here. While the overall size of the layout was provided, the diagram had been photo reduced (I assume) for I tried to scale down some of the sidings only to give up as I couldn't get a scale to match the layout size. Once again I was attempting to see the length of sidings to create a similar effect.

One further comment while I have pen to paper; it would have been interesting to see what trackage made up the fiddle yards of 'BYLONG' and 'WOODEND' to see what capacity each layout was capable of being worked to.

Hope we can read more layout articles in the future.

Tony Hough
Glen Waverley. 3150

The main reason Tony would have had trouble scaling siding lengths from the track diagrams, is the same reason grids or scale bars are not attached to the diagrams, for they are only diagrams, and not a SCALE track plan. The prime difference between diagrams and scale plans is many hours of work by the layout owner and AMRM draughtsmen.

One of the real problems a publication such as the Australian MODEL RAILWAY Magazine faces, being staffed with non paid volunteer workers, is that there is only a specific amount of time available to prepare articles. We decided to add track diagrams to articles (after requests from readers) but limited the preparation work to diagram status, where specific scale and accuracy is not essential, making the preparation of a track diagram a far less time consuming process than preparing a scale plan.

If the decision was made to prepare accurate scale track plans for every layout article, the track plan would have to be produced in place of a 'Prototype Plan' on an item of rolling stock. Until a decision is so made, track diagrams accompanying layout articles will remain (unscaled) diagrams, although we will endeavour to include track radii and some siding lengths on the diagram to assist modellers.

Yes, if any readers have draughting capabilities and are keen to become involved in Australia's own model railway magazine, write to SCR Publications, P.O. Box 235, Matraville 2036 and indicate your interest. (Editor)

Sir,

I am an HO enthusiast of reasonably recent experience and after the usual period of settling down and going through the various phases of Model Railway activities, have now settled upon a firm objective in my hobby.

Being a Queenslander, I naturally prefer to model and run Queensland rolling stock — in typical Queensland settings.

I realise this represents a formidable challenge due to almost complete absence of Queensland prototypes on the commercial market — or so it would seem from perusing the numerous advertisements in your magazine. I am reasonably adept to modelling in both the 'kit-bashing' and 'scratch building' fields and have commenced photo-recording the various types of Queensland rolling stock and locomotives currently in use.

Can you advise me whether:—

i. There are any 'Queensland' kits available.

ii. If not, in what issues, articles concerning either 'kitbashing' or 'scratch building' QR locomotives and or rolling stock have featured in your magazine in recent years.

I am interested in both steam and diesel locos and all classes of rolling stock as well as accessories.

Whilst the preoccupation with New South Wales, Victorian and South Australian/ANR prototypes can be understood due to the obvious interest and custom these states would offer to manufacturers, I can assure you, in my experience, there is a vast untapped market in Queensland, for Queensland Railways and surely no less than Tasmania and Western Australia who seem to be featured far more than is Queensland.

Your comments either by letter or through your magazine would in due course be appreciated.

Trevor J. Morris
Toowoomba, 4350.

There is little doubt that there is a solid band of modellers who follow Queensland Prototype in both HOn3½ and Sn3½ scales but not sufficient to support the manufacturers who have ventured in to the QR HO scale kit market. In the last ten years both Friedmont Models and Econ Models entered and left the QR kit market due to the total lack of support. However a very strong band of modellers do exist in Brisbane around the Australian Model Railway Association organisation.

The only reason QR prototype is not featured more regularly in the Australian MODEL RAILWAY Magazine is that there is not sufficient interest among QR modellers to generate the articles. This is not the case with TGR and WAGR modellers.

Despite this lack of activity from QR modellers there has been a few QR based articles in AMRM over the last few years and they are listed below. However for this lack of articles to be reversed a small group (or a very enthusiastic individual) will have to be prepared to prepare the data from which plans can be produced and articles written.

The way is open for modellers of Queensland Railways to promote their own cause.

Articles printed in AMRM issues which are still available are:–

QR 'ABG' Insulated van	*Issue 84*
QR 'FGW' Water Tank Wagon	*Issue 91*
QR 'CW' Class Camp Wagons	*Issue 92*
Modelling QR Camp Wagons	*Issue 92*
Build a BB18¼ (Sn3½)	*Issue 102*

(Editor)

Sir,

We noted with interest your thrice repeated encouragement to VR modellers to support the producers of the 'R', 'K' and 'N' class brass locomotives to appear in 1982 — each of them!

Of course there has been a lengthy drought for VR followers, but how absurd it is to have three such models likely to arrive within a space of two or three months. The predicted costs amount to about $1200 or $100 a week during March-April-May, 1982.

Not all modellers are able to commit these considerable sums in such quick time — we are sure you do not mean to convey that only the rich should be modellers in your repeated urgings to buy one of each.

Perhaps everybody concerned would benefit if the arrival of those models could be spaced out a little: we are sure that more people could then afford more models to the benefit of the dealers as well as the joy of the modeller or at least a reduction of the number of the frustrated or overdrawn. Is it too late to hope that this might yet occur?

On another topic, as visitors to the Sydney AMRA Exhibition in October last we shared Mr Sargent's amazement at the lack of passouts — we were lucky in that having missed the small signs we were warned by the attendant that once out a further fare had to be paid for re-entry. At a place with other attractions, and at an exhibition good and varied enough to deserve digestion in a couple of sessions, the lack of passouts is surprising and disappointing.

Anthony Sell and Steve Bucton,
Box Hill 3128.

Sir,

On my "N" gauge layout I have a big cliff so, I decided to put it to good use.

Continued on page 40.

THE HUB CARS

Part 3 – RDH Cars and Supplementary Notes on 'H' series cars.

Article: Paul Rogers
Plan: Ray Love
Photographs: Bob Gallagher

Rolling Stock (Continued)

g. **RDH Cars**

The 1970s witnessed the commencement of a program to upgrade N.S.W.G.R. locomotive-hauled air conditioned coaching stock to standards more in keeping with the last quarter of the twentieth century. Features of the refurbished cars include full upholstering in contemporary wool fabric, contoured foam cushions, individually reclining backrests, adjustable personal front and rear footrests, and individual meal trays and writing tables. To date, those vehicles in the 'HUB' sets treated in this manner have been the RBH and RFH class buffet cars converted to the newly-created RDH code.

Cars 2233, 2235 and 2238 appeared as RDH stock during 1975, cars 2232 and 2237 in 1976, and cars 2236 and 2239 in 1979. Only RFH.2234 remains to be converted; to differentiate between itself and the converted sisters, this unit now carries "ECONOMY" on its sides, one of the few N.S.W. passenger cars to bear this legend.

The layout of the RDH car, which nominally tares 44 tonnes, consists of two main segments: a buffet compartment and servery (together with staff amenities) which take up about 40% of the length of the vehicle, and a passenger saloon accommodating 30 travellers in 2 + 2 seating. Toilets and entrance vestibules appear at one end of the coach, while a door is provided on one side of the vehicle at the kitchen end; this door is available for use by both crew and patrons. Doors at each end of the RDH coach provide covered access to adjacent items of rolling stock.

Conversion Details

The rebuilding of the RFH and RBH cars to the RDH format was based on the first class car (RBH) as per Folio 210 dated 10 October 1975. (This folio is the basis, in part, for the notes of this article.) As there were external differences in door position and number of windows between the RFH and the RBH cars, there are variations (in groups) in the RDH cars.

The external appearance of RDH cars converted from RBH cars has not changed. The accompanying plan indicates that windows have been deleted, but this was accomplished by inserting a metal panel into the window space and painting it the same colour as the car. Toilet windows have been frosted as per normal practices.

The RDH cars that were converted from RFH cars, however, have had some minor external modification carried out, in that the door on the buffet side has been moved to provide room for the staff toilet and a window for the toilet provided. As with the RBH type conversion, window spaces have been filled with metal and painted.

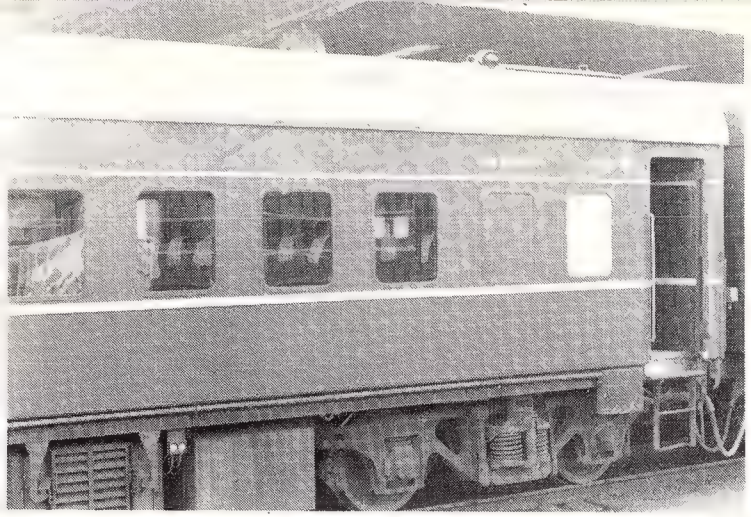
While the RDH cars have similar exterior appearances the main differences now are the number of windows (RFH cars had 18, while RBH only had 16) and the number of windows painted over on the buffet side (RBH cars had two, while RFH cars had three).

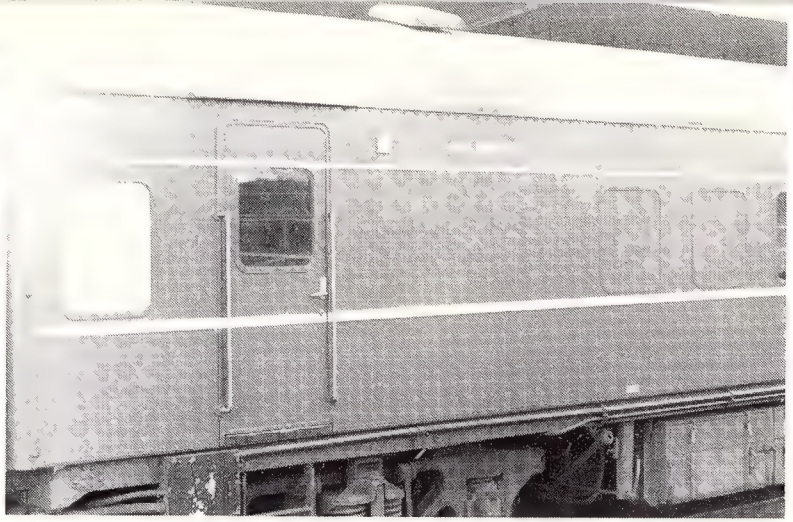
1981 Renumbering

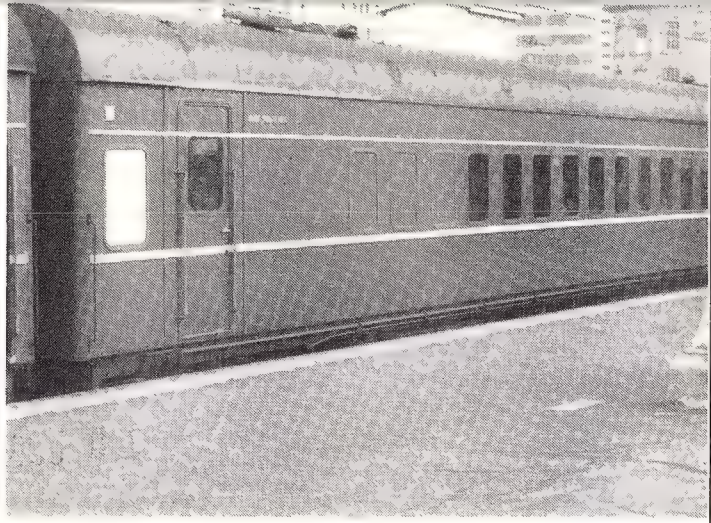
In late 1981, the arrival of the 'XPT' series cars was eminent and the 2000 to 2200 series numbers were allocated. As there were still many cars on the passenger car listing with some of these numbers, a renumbering programme was commenced. The final application of this programme, however, is at present uncertain, for information to hand suggests that many of the cars renumbered have been reallocated their original number which will be applied when the car returns to workshops for repair/overhaul.

Dayniter buffet car RDH 2236 (ex RBH) shown on S.37 Canberra-Monaro Express at Bredbo, during April 1980. Note the single window painted over next to the toilet window on this side of the car. Paul Rogers photo.

This view of RDH 2239 (ex RBH) again illustrates the non-Buffet side and the single painted window next to the toilet, but note that the layout of the undergear differs from that on RDH 2236. Grant Taylor photo.

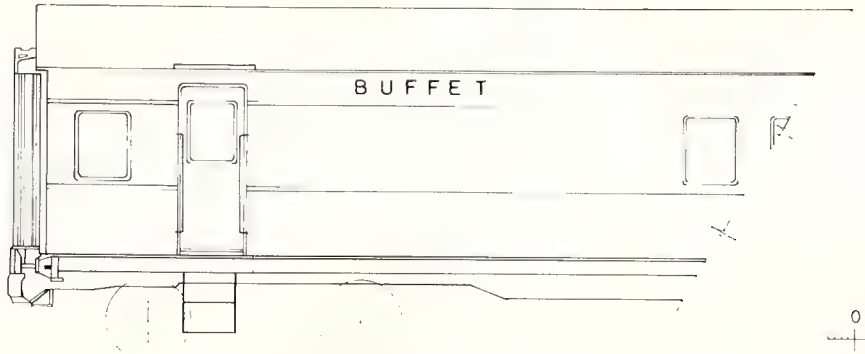






The above three photographs by Bob Gallagher illustrate some of the external alterations applied to the Buffet side of the RDH. Left: The painted window panel next to the toilet window on all RDH cars.
Centre: The two painted window sections on the ex RBH style RDH. Right: The three painted window sections on the ex RFH version of the RDH.

RDH
Economy Buffet Car
HUB Set

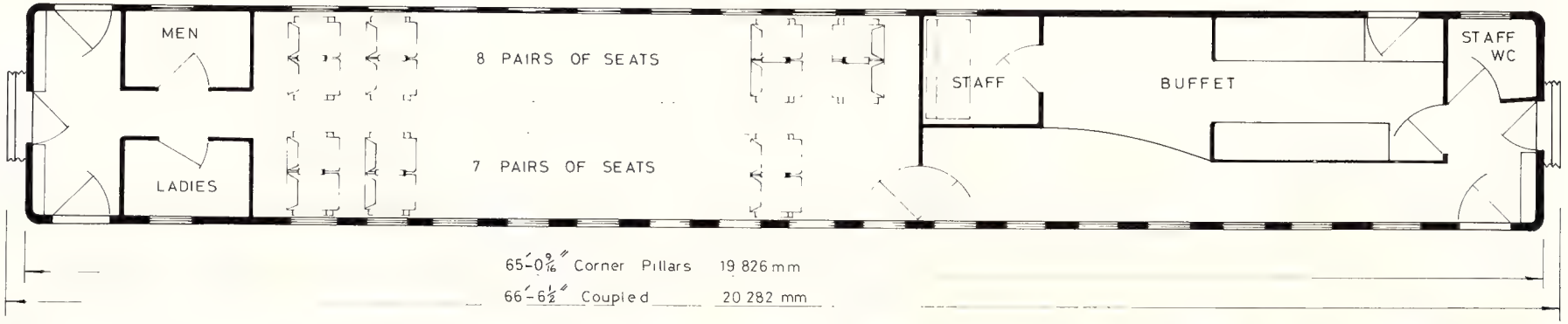


PARTIAL VIEW OF BUFFET SECTION

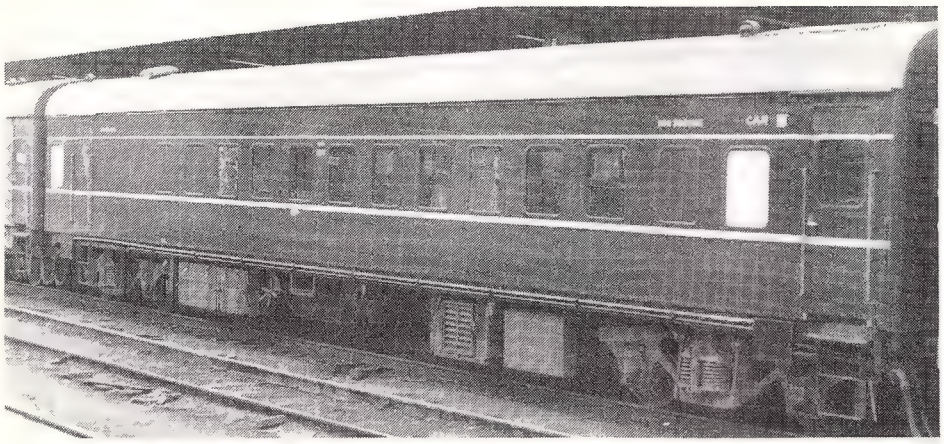
0 1 2 3 4 5 6 7 8 9 10 feet
0 1 2 3 metres

48′-0″ Bogie Centres 14 630 mm

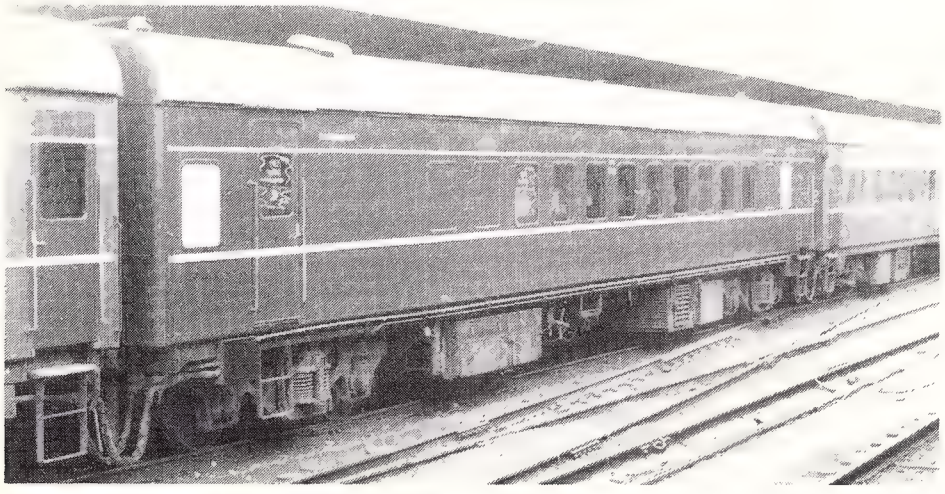
View of this section shown above

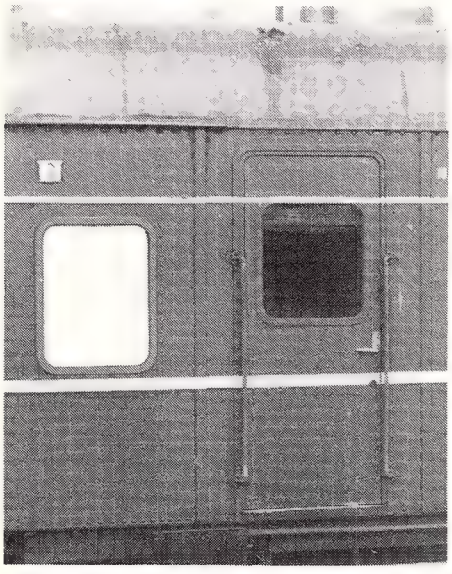


65′-0 9/16″ Corner Pillars 19 826 mm
66′-6 1/2″ Coupled 20 282 mm



The Buffet side of RDH 2758 (ex RDH 2238) at Central, 2.1.82. Note the single painted window next to the toilet window on the near end and the two painted panels in the Buffet section. The visible scrawl on the windows is Christmas decoration. Bob Gallagher photos.





A close-up of the repositioned door on RDH (ex RFH). Note the metal strips each side of the door to hide the edges of the cut metal side.

Cars renumbered included:—
2232 renumbered to 2752
2233 allocated 2753, but remains 2233
2234 (still RFH) allocated 2753, but remains 2234
2235 renumbered 2755
2236 allocated 2756, but remains 2236
2237 renumbered 2757
2238 renumbered 2758
2239 allocated 2759, but remains 2239
(This information dated as of 5.1.82.)

Allocation

The RDH car is in high demand and the seven cars are constantly on the move. On the 2nd January 1982 the following trains had an RDH in the consist.
Indian Pacific . . . from Port Pirie.
Canberra-Monaro Express.
Central West Express.
North Coast Daylight Express.
Brisbane Limited Express.
Gold Coast Motorail.

(It is believed that the seventh car was on the Up North Coast Daylight Express.)

The modern era modeller would find many uses for the RDH car, especially since some of the trains using the RDH are short in length.

Supplementary Notes

The tables published with this segment of the treatise give additional information on the appearance of individual coaches in the 'HUB' fleet. The major external alteration has been the fitting of 2CA type bogies to most vehicles in the series; at this juncture I would like to mention that the retrucking of the carriages and their internal refurbishment — and this embraces the 'RUB' set stock as well — are separate upgrading programs, so that there is currently a situation where most H series units have been fitted with new running gear but have yet to be modernised inside. The coming of the XPT series trains and additional double deck electric multiple unit coaches will eventually enable the release of many existing locomotive-hauled air conditioned cars for such attention.

Some of the 'HUB' cars to which attention has already been paid have been rewired with outside electrical piping, while others so treated have the conduits located internally. A number of terminal cars are now fitted with prism lookouts in lieu of the more conventional side ducket design.

Particular attention should be drawn to cars HFH.2213 and PFH.2216. These vehicles have received crew amenities (including showers), and are normally found working the North Coast Daylight Express. Externally, the major difference is the painting over of certain windows, as mentioned in the relevant tables. The respective capacities of these cars have been reduced to 47 and 35 seats.

These supplementary notes are provided to enable the modelling of these vehicles at any time between the late 1940s and the present day. The magazine would be pleased to hear from any readers who hold additional data.

Acknowledgements

In conclusion, I wish to express my appreciation to Mr John Forsyth, Archives Officer of the State Rail Authority of N.S.W., and to Mr Ross Willson, for the provision of information related to N.S.W.G.R. air conditioned coaching stock. Thanks are also directed to Messrs John Beckhaus, Ron Preston, Grant Taylor, Bob Merchant, Graham Ball, Paul Brown and Bob Gallagher for additional information and photographs.
Principle references are given below.

References:

1. R. Willson, *Operation of Air Conditioned Trains in New South Wales (Part 1),* A.R.H.S. Bulletin, Vol. XXVI, No. 453 (July 1975); pp. 150-61.
2. R. Willson, *Operation of Air Conditioned Trains in New South Wales (Part 2),* A.R.H.S. Bulletin, Vol. XXVI, No. 454 (August 1975); pp. 181-93.
3. *Flying High with the PTC,* Transport News, Vol. 5, No. 1 (January/February 1977); p. 7.

NOTICE CONCERNING "HUB" SET COMPOSITIONS

The data shown on page 19 of the March/April 1981 magazine mentioned "original" compositions for the "HUB" sets. Despite the fact that they were drawn from an N.S.W.G.R. listing of car sets published many years ago, further research suggests that the "HUB" sets were actually marshalled (from the Sydney end) as HFH, RFH, BH, BH, RBH, FH, PFH, and this is borne out by many photographs taken by both the N.S.W.G.R. and enthusiasts over the 1948-1970 period. It is also the logical composition when the metal number plates attached to the exteriors of the cars are taken into account.

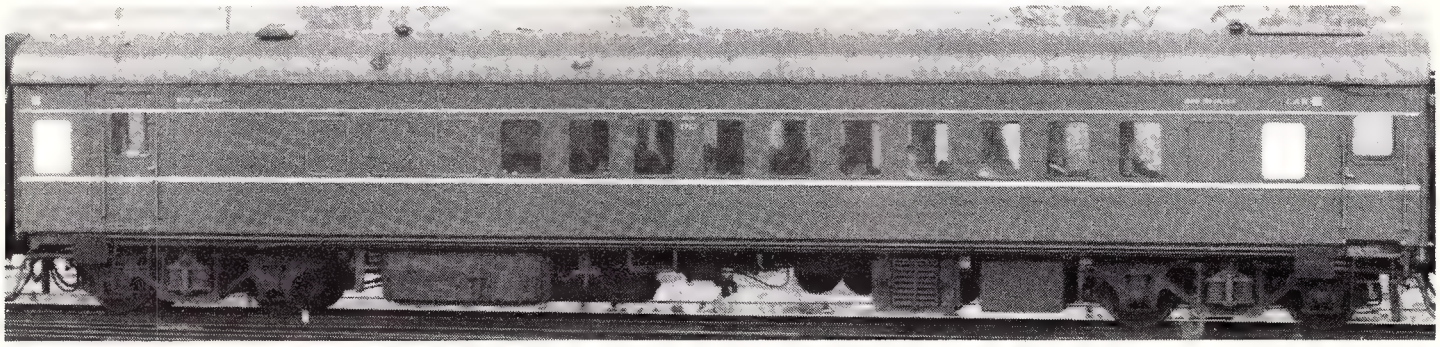
The data published in the March/April 1981 issue, however, is correct in the relationship of individual cars to nominated sets. The alterations required for modelling purposes, therefore, are only to exchange the PFH and HFH terminal car positions within each set.

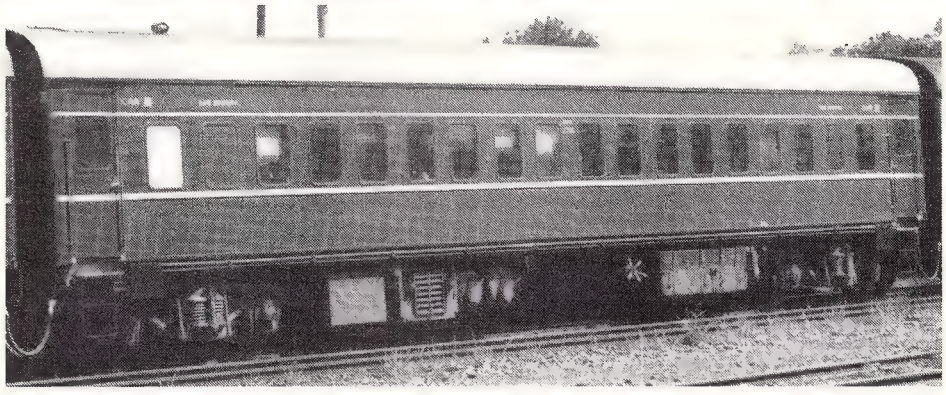
NOTICE RE VEHICLE CLASSIFICATION DATA

Vehicle identification data appears on the sides of cars in the "HUB" group. Information comprises car code and road number in centre of coach between windows for intermediate and non-brake independent vehicles, and near outer end of coach for terminal and power/terminal vehicles (see relevant photographs). Set number appears at top right hand corner of outer ends of terminal and power/terminal stock, although in earlier times it was located in the lower right hand corner.

TABLE 1
"PFH" POWER/TERMINAL CARS
EXTERNAL DETAILS

Original Details: Tuscan red and russet body, doors in solid tuscan red, ends in solid tuscan red. Buff lining above and below windows and across doors. Roofs in light brown; underframes and equipment in black. Lemon coloured legends "SECOND", "Car" and "Seats 701-739" at inner end of car near entrance. Silver no. "7" on bodywork at this end of vehicle. 2AN type bogies fitted at each end of car.





Both sides of the (ex RFH) RDH car. The photo above illustrates the buffet side which clearly shows the windows that have been painted over. The photo to the right illustrates the opposite side of a similar car with the painted over windows being very clear. Both photographs by Bob Gallagher.

Later Details: Livery changed to tuscan red only, initially with double lining (buff), then single lining and in some cases, no lining at all. Double lining eventually reintroduced. Roofs in either silver or dark grey, underframes still black. 2BS type bogie fitted to terminal end. Legend "Seats 701-739" deleted quite early, and later (circa 1970/71) the legend "SECOND" also removed. Original type lookouts replaced by prism units; car code and number now affixed to bodywork in lieu of old type lookout on cars so affected.

Details taken 1980-81: PFH.2216 — 2CA bogies each end; double lining; no "SECOND"; fitted with external piping along underframe; prism lookouts; window next to each lookout painted over in tuscan red. This car has improved crew amenities.

PFH.2217 — 2CA bogie at terminal end, 2AN bogie at other end; double lining; no "SECOND"; fitted with external piping along underframe; prism lookouts.

PFH.2218 — 2CA bogies each end; double lining; no "SECOND"; fitted with external piping along underframe; prism lookouts.

N.B. Information on current status of PFH.2219 would be appreciated.

TABLE 2
"FH" INTERMEDIATE CARS
EXTERNAL DETAILS

Original Details: Tuscan red and russet body, doors in solid tuscan red, ends in solid tuscan red. Buff lining above and below windows and across doors. Roofs in light brown; underframes and equipment in black. Lemon coloured legends "SECOND", "Car" and "Seats 601 — 654" at each end of car near entrances. Silver no. "6" on bodywork at each end of vehicle. 2AN type bogies fitted to each end of car.

Later Details: Livery changed to tuscan red only, initially with double buff lining, then single lining and in some cases, no lining at all. Double lining eventually reintroduced. Roofs in either silver or dark grey, underframes still black. 2CA bogies recently fitted to at least 3 vehicles (see below). Legend "Seats 601 — 654" deleted quite early, and circa 1970 the legend "SECOND" also removed.

Details taken 1979-81: FH.2229 — 2CA bogies each end; double lining; no "SECOND".

FH.2230 — 2CA bogies each end; double lining; no "SECOND"; no external piping along underframe.

FH.2231 — 2CA bogies each end; double lining; no "SECOND"; car fitted with external piping along underframe.

N.B. Information on the current status of FH.2228 would be welcome.

TABLE 3
"BH" INTERMEDIATE CARS
EXTERNAL DETAILS

Original Details: Tuscan red and russet body, doors in solid tuscan red, ends in solid tuscan red. Buff lining above and below windows and across doors. Roofs in light brown; underframes and equipment in black. Lemon coloured legends "FIRST", "Car" and "Seats 301 — 336" at each end of vehicle near entrance (cars 2220, 2222, 2224 and 2226 only); legends "FIRST", "Non Smoking", "Car" and "Seats 401 — 436" at each end of vehicle near entrance (cars 2221, 2223, 2225 and 2227 only). Silver no. "3" on bodywork at each end of cars 2220, 2222, 2224 and 2226, and "4" on bodywork at each end of cars 2221, 2223, 2225 and 2227. 2AN type bogies fitted to each end of all cars.

Later Details: Livery changed to tuscan red only, initially with double lining, then single lining and in some cases, no lining at all. Double lining eventually restored. Roofs in silver or dark grey, underframes still black. 2CA bogies fitted to at least 6 vehicles (see below). Legends "Seats 301 — 336" and "Seats 401 — 436" removed quite early; legend "FIRST" later removed from car 2220.

Details taken 1980-81: BH.2220 — 2CA bogies each end; double lining; no "FIRST"; no piping along underframes.

BH.2221 — 2CA bogies each end; double lining; "FIRST" and "Non Smoking" each end of car; vehicle fitted with external piping along underframe.

BH.2222 — 2CA bogies each end; double lining; "FIRST" each end of car; no piping along underframe.

BH.2223 — 2CA bogies each end; double lining; "FIRST" and "Non Smoking" each end of car; vehicle fitted with piping along underframe.

BH.2224 — 2CA bogies each end; double lining; "FIRST" each end of car; no piping along underframe.

BH.2226 — 2CA bogies each end; double lining; "FIRST" at each end of car; vehicle fitted with piping along underframe.

N.B. Information on the current status of cars 2225 and 2227 would be appreciated.

TABLE 4
"RFH" BUFFET CARS
EXTERNAL DETAILS

Original Details: Tuscan red and russet body, doors in solid tuscan red, ends in solid tuscan red. Buff lining above and below windows and across doors. Roofs in light brown; underframes and equipment in black. Lemon coloured legends "BUFFET", "Car", "Seats 201 — 241" and "Non Smoking" at kitchen end of car near entrance; legends "SECOND", "Car", "Seats 201 — 241" and "Non Smoking" at other end of vehicle. Silver no. "2" on bodywork at each end of carriage. 2AN type bogies fitted to each end of car.

Later Details: Livery changed to tuscan red only, initially with double buff lining, then single lining and in some cases, no lining at all. Double lining eventually reintroduced. Roofs in either silver or dark grey, underframes still black. "Seats 201 — 241" removed quite early from exterior; circa 1970, the legend "SECOND" also removed. Cars 2232, 2233 and 2234 converted to RDH class dayniter buffet cars in latter half of the 1970s; these cars now carry neither "BUFFET" or class designation externally, but have "Car" legends at each end. Car 2234, the only RFH car still in existence, displays "BUFFET" and "ECONOMY" at respective ends of the vehicle, and "Car" and "Non Smoking" at both ends. The "ECONOMY" legend on this unit appears to date only from about 1978.

Details taken 1980: RFH.2234 — 2AN bogies; double lining; "BUFFET" and "Non Smoking" at kitchen end; "ECONOMY" and "Non Smoking" at saloon end; no piping along underframe.

TABLE 5
"RBH" BUFFET CARS
EXTERNAL DETAILS

Original Details: Tuscan red and russet body, doors in solid tuscan red, ends in solid tuscan red. Buff lining above and below windows and across doors. Roofs in light brown; underframes and equipment in black. Lemon coloured legends "BUFFET", "Car", "Seats 501 — 529" at kitchen end of car near entrance, and "FIRST", "Car", "Seats 501 — 529" at other end. Silver no. "5" on bodywork at each end of car. 2AN type bogies fitted to each end of car.

Later Details: Livery changed to tuscan red only, initially with double buff lining, then single lining and in some cases, no lining at all. Double lining later restored. Roofs in silver or dark grey, underframes still black. "Seats 501

Continued on page 34

EMU BAY RAILWAY
'C' Class Wagon

Roger Johnson shows us a candidate for the title of 'Australia's shortest wheel base wagon.' It's shorter than some standard gauge bogies whilst most classes of four wheelers in Australia were nearly twice as long. Wagon C14 is now preserved in Victoria.

C14 at Belmont Common in 1975. Showing different styles of axle boxes. The wagon has a black chassis, reddish brown woodwork with white lettering.

This wagon is a composite wood and steel vehicle. The solebar and buffer beam reinforcing plate are of steel. The remainder of the wagon body (with the exception of strapping is constructed of wood.

The sides are of three planks with steel strapping securely bolted in position. The hinges are bolted to the steel underframe. Steel pins and spigots are used to hold the sides in the up position. The ends are also of three plank construction. Four square wood uprights support the ends and give rigidity.

The wheels are of a cast iron centre type with the tyre bolted in place. The wheels are a 10 double spoked style. The wheels are 3'0" diameter and are set to 3'6" gauge. The axle boxes on this wagon are an interesting style. There are three different types as described. There are two of the type marked "N.M.L.C. C⁰ — 1898".

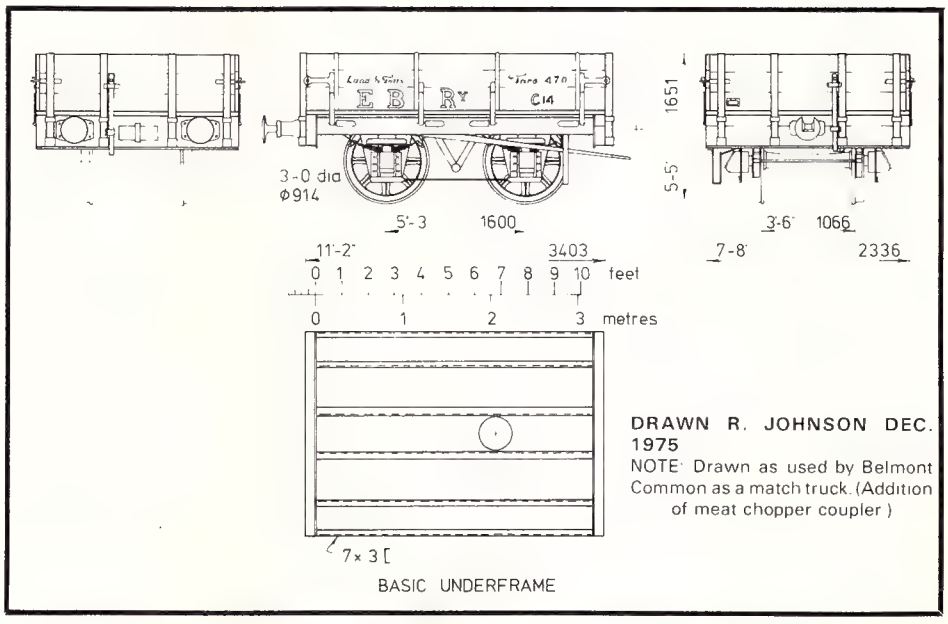
The vehicle is sprung on four springs each with five leaves, attached above each axlebox. The axlebox is permitted to slide inside the plate "W" frame. The "W" frame is stiffened above the spring by a transverse angle bracket which also limits the upwards travel. Downward travel is limited by a flat bar bolted across the bottom of the "W" frame. This bar is the end forging of the rod which connects the two "W" frames together, giving extra rigidity.

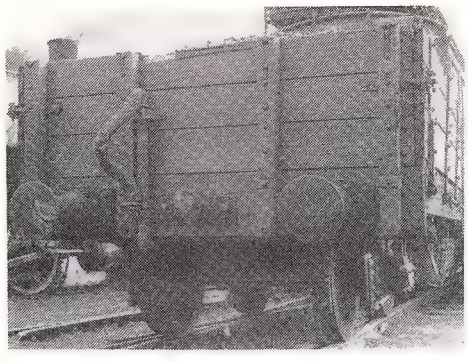
The wagon is fitted with both an automatic vacuum brake and a hand brake. The vacuum cylinder is mounted between the wagon's inside channel framework (under the floor boards) and works through an arrangement of cranks and levers. The hand brake, which can be pinned down or left in the up position for normal working, operates the normal brake rigging through an extra crank and lever.

The couplings on this wagon are the three link type. The end with the original couplings fitted has the three link fittings removed (or possibly broken off). The two cast tapered buffers are bolted onto the buffer beam. To allow for working in conjunction with South Australian and Queensland stock, Belmont Common has removed one set of end fittings and replaced them with the centre buffer (chopper). The wagon can be used as a matching truck.

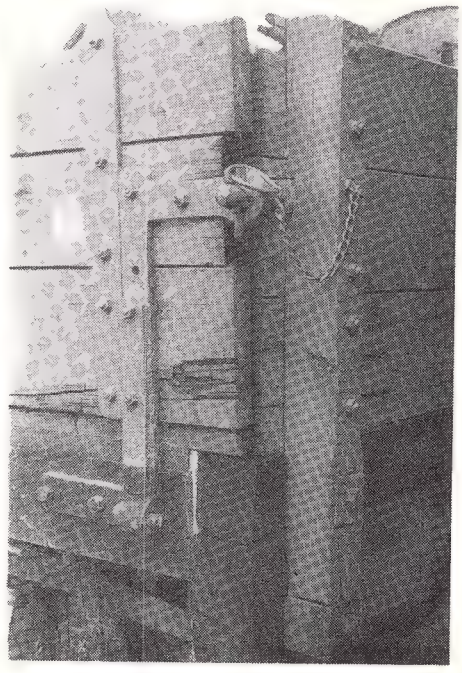
The wagon has had some repairs carried out. Recently the internal faces of the wagon were covered with galvanized iron and a chute was fixed in the centre of the the floor. This allows the wagon to be used as a ballast wagon and it is in this role that the wagon now finds itself in regular use.

Editors note: When originally selected for an article wagon C14 was preserved at Belmont Common near Geelong. The preservation group has moved onto the old broad gauge Queenscliff line which has now been narrow gauged for tourist operation (steam hauled).





Original end detail showing drawhook, broken retaining lug for the safety chain and vacuum brake connecting hose.



Corner detail of C14.

N.S.W. VEHICLE COUNTDOWN — 26

In 1955, the N.S.W.G.R. had 200 'MHG' type bogie freight brake vans in use. By 1978, only 186 vehicles remained in N.S.W.P.T.C. service under this code.

Paul Rogers

THE SAR T CLASS 4-8-0 Part 1

Article: Phil Curnow
Plan: Tony Parnell

One engine that has outlived the line it was designed to work.

As standardisation of the Port Pirie to Peterborough and Broken Hill track neared completion in the late 1960s photographers headed for Peterborough to catch steam's final stand in South Australia. The narrow gauge had been almost fully dieselised but steam had returned when the diesels went through the workshops for overhaul and conversion to the wider gauge.

Although the stars of the show were the 400 class garratts and the oddity was the 2-6-0 Y97, the undoubted workhorse was the T class. Its steady beat could frequently be heard on the grades of all of the Peterborough division except the very dry Paratoo-Cockburn section. After standardisation in 1970 steam was withdrawn. However several T class have been preserved, and T186 hauls passengers on the Pichi Richi Railway at Quorn.

Around 1900 the SAR narrow gauge was being operated with a fleet of 2-6-0 types with the most powerful being the Y class with a tractive effort of 13,300lbs. Double heading was common and expensive. The Chief Mechanical Engineer, T. E. Roberts, began designing a more powerful engine. The result was a 4-8-0 numbered T180 which had a tractive effort of 21,000lbs, was below the 8 ton axle load limit and could run at the speed limit of 30mph. The design proved successful and from 1903 to 1917 a total of seventy eight were built by three builders. A list of issue dates and builders can be found in the ARHS publication 'Locomotives of the SAR'.

Between 1903 and 1970 the class underwent several rebuildings which changed them from a graceful locomotive into what one magazine editor described as 'Australia's ugly duckling'. While I think some of Queensland's suburban tanks are more deserving of that title there is no denying that the 1960 era T class looked ungainly, especially with the combination of a long boiler overhanging the cylinders and an oil tender towering over the cab roof. How this change occurred and approximately when each modification was done is one aim of this article.

The crew of T185 receive their next shunting instructions at Gladstone in 1969. One of the USA styled water columns is in the foreground. Photo by Hugh Williams

Where they went

Members of the T class have worked in Tasmania (six were sold to the TGR in 1921-1922), on the South Eastern system based at Naracoorte (1935-1957), on the Port Lincoln Division (1925-1970), and on the Western Division until it was broadgauged in the 1920s. In 1922 six engines were converted from narrow to broad gauge, reclassified T class and sent to Tailem Bend, then in 1949 all six were reconverted and returned to the narrow gauge and regained their old numbers. During the second world war the SAR sold four to the Commonwealth Railways to become their NMA class but this was quickly replaced by a leasing arrangement for up to 32 engines. This enabled the T class to work the old Ghan line through to Alice Springs. The 32 engines had CR on the front buffer beam. In the 1960s the CR leased engines to work their isolated Quorn-Hawker line, but more about that later.

In 1946 a group of six were scrapped, five more in 1959, one in 1963, three in 1964 and class leader T 180 in 1967. The remainder were condemned in the final years of standardisation 1968-1970. Most were cut up but a few survive, being:—

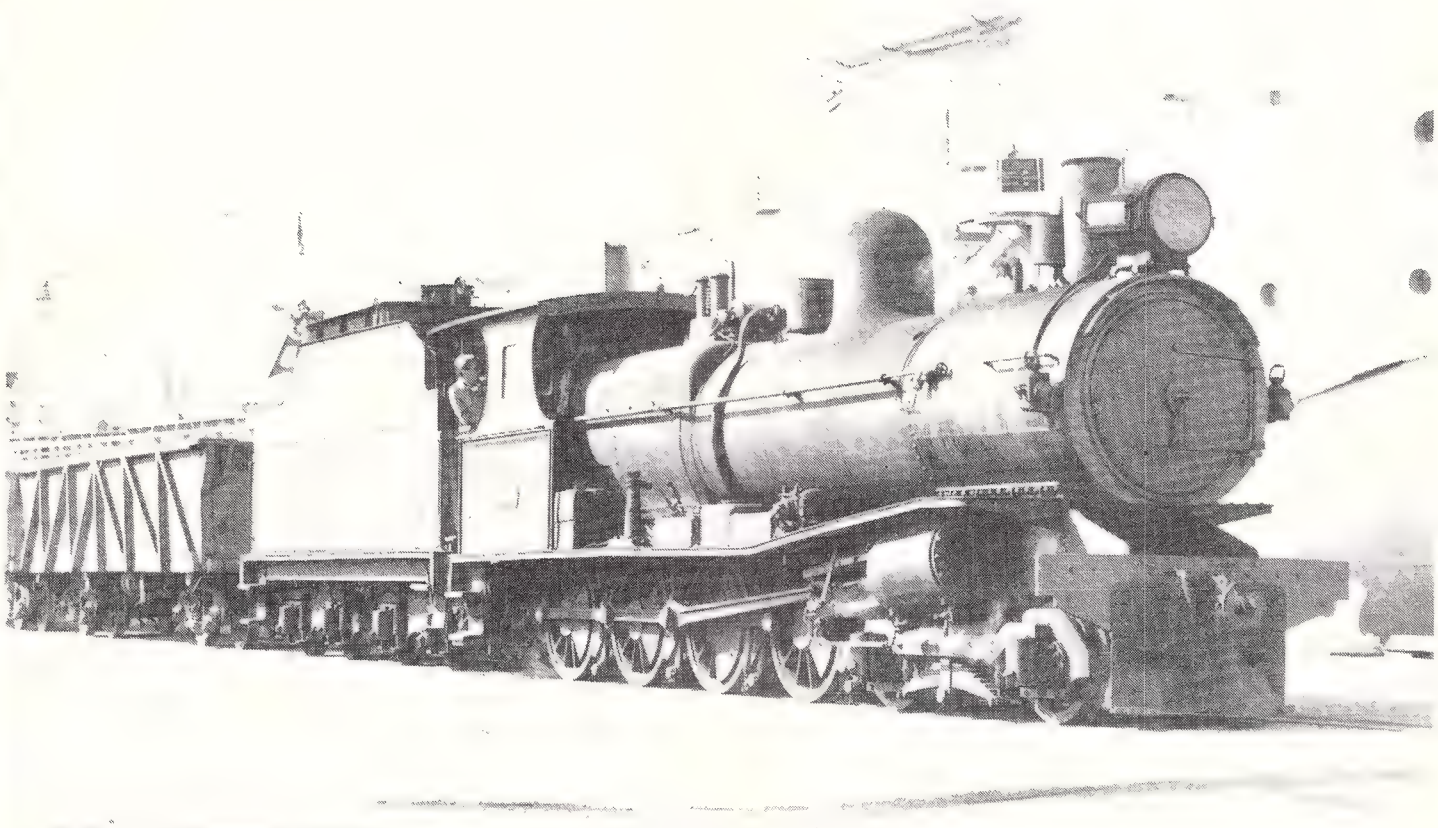
- T 186 option transferred from ARHS to Pichi Richi Railway at Quorn and returned to active service hauling tourists.
- T 199 was displayed in a park at Peter borough but now to be restored for tourist traffic with Steamtown, Peterborough.
- T 181 at Silverton, NSW. Named the Lew E Roberts in honour of the President of the Silverton Railway Co., which hauled ore from Broken Hill to the NSW border at Cockburn.
- T 251 retained for possible operation at the Bellarine Peninsula Railway near Geelong, Victoria.
- T 253 static exhibit at Mile End Railway Museum, Adelaide.
- T224 static exhibit at a Museum in Millicent, SA.

So some of the class live on long after the line they were designed for has been replaced. The sound of a T at work can be heard on several records if you cannot visit Pichi Richi on one of their special occasion tours. A WAGR W class does most of the regular runs.

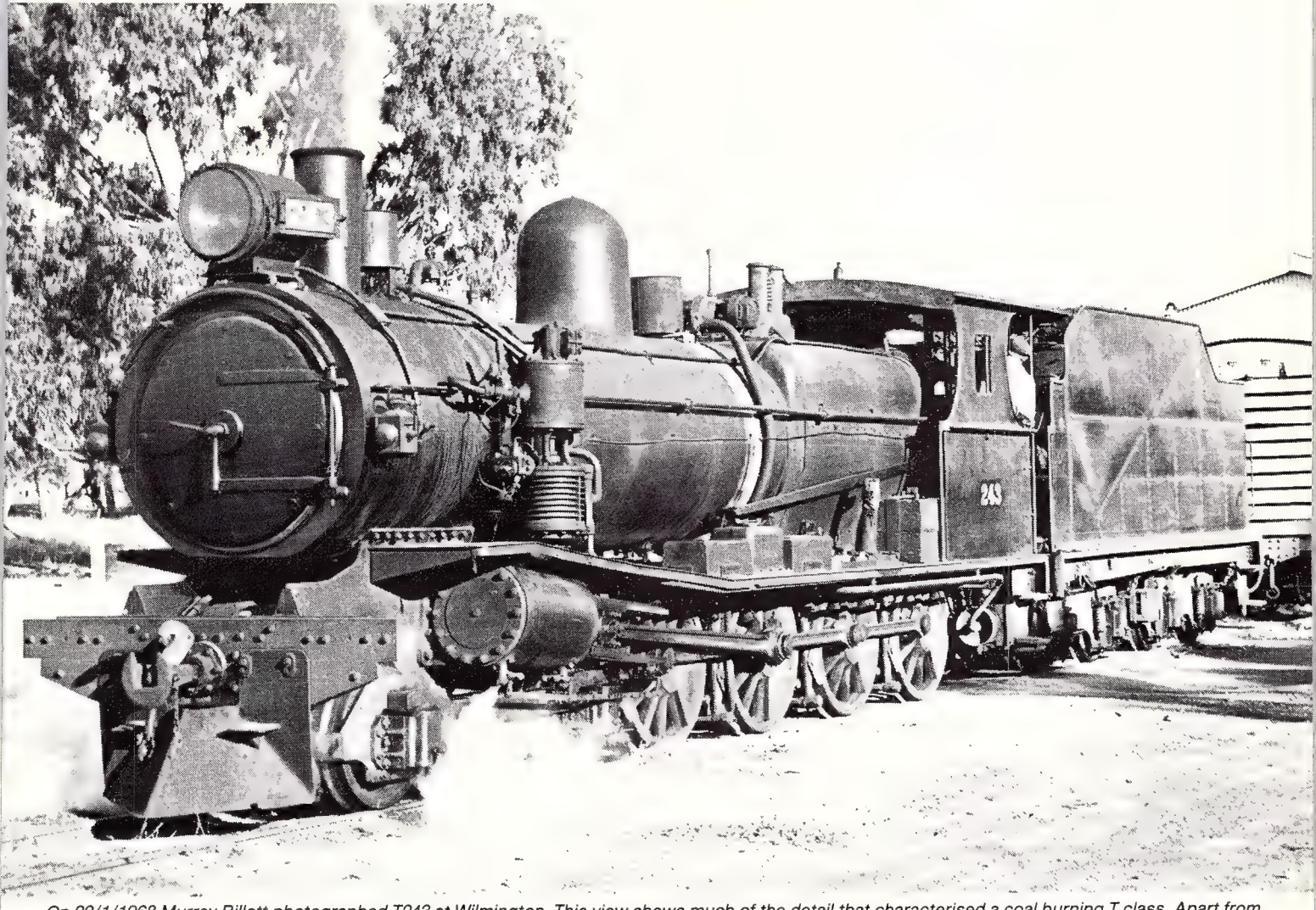
The T at work

I haven't tried to describe their usage fully because much more information is available in the list of books and articles accompanying this article:

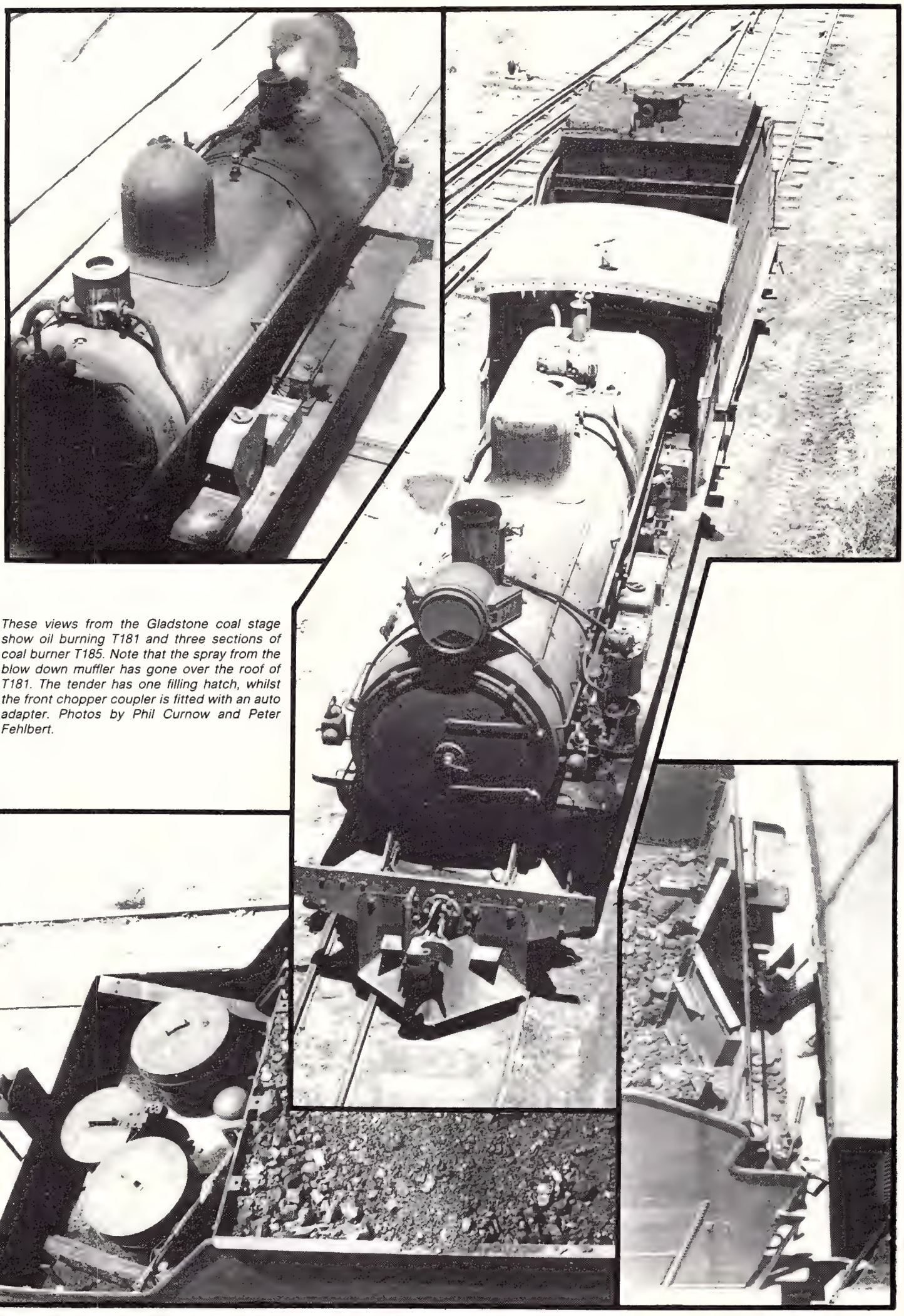
(a) Peterborough Division. They were designed to haul ore from the NSW border at Cockburn to the smelters at Port Pirie. As loads increased double T class were introduced, with a third marshalled just in front of the brakevan for the climb over the ruling grade of Belalie Bank. Brown coal was railed from Leigh Creek on the CR to Adelaide via Quorn and Peterborough, and double T class worked the narrow gauge section to Terowie. This traffic ended when a new power station



T186 alongside the wharf at Port Pirie. It is shunting a rake of SO class ore hoppers built for the standard gauge but running temporarily on the 'skinny' gauge.



On 22/1/1968 Murray Billett photographed T243 at Wilmington. This view shows much of the detail that characterised a coal burning T class. Apart from a blowdown stain on the boiler the engine has quite a clean appearance yet the end of steam was less than two years away.



These views from the Gladstone coal stage show oil burning T181 and three sections of coal burner T185. Note that the spray from the blow down muffler has gone over the roof of T181. The tender has one filling hatch, whilst the front chopper coupler is fitted with an auto adapter. Photos by Phil Curnow and Peter Fehlbert.

T CLASS TECHNICAL DETAILS AND SIGNIFICANT NUMBERS

Wheel Arrangement	4-8-0
Cylinders	16 1/2 by 22 inches
Drivers	43 inches
Boiler Pressure	185 lbs/sq. inch
Tractive Effort	21,900 lbs.
Total Built	78 in 1903 to 1917
Number and Builder	Islington T180 44, 45, 46 J. Martin, Gawler 23, 24, 47-51, 181-218 Walkers, Queensland 219-258

Sold to Tasmanian Government Railways 1921-1922
T 219, 222, 223, 230, 235, 237

Converted to broad gauge Tx 1922-23
T 183,199, 220, 243, 252
Tx 276, 277, 280, 279, 278
Reconverted to n.g. 1949

Sold to Commonwealth Railways 1942
T 46, 212, 256, 50
NMA50, 52, 53, 54
Sale replaced by leasing of 32 engines

Preserved
T 181 Silverton NSW
T 186 Quorn for Pichi Richi
T 199 Peterborough Steamtown
T 224 Millicent Museum
T251 Geelong, Vic.

was built at Port Augusta and a standard gauge line was built to the coal fields. They also headed passenger trains, with the most important in later years being the Broken Hill Express, which in reality was a mixed train limited to 30mph by track conditions.

In the 1960s loco rosters settled into a predictable pattern leading up to standardisation. Twin 830 class diesels worked the ore to the top of Belalie where they were replaced by a garratt for the run down to Port Pirie. The T class worked the Terowie, Quorn and Wilmington branches and all of the shunting. When shunters were to be swapped over they worked their passage on short goods trains. Peterborough Depot had a mixture of coal fired and oil fired T class and usual practice was that oilies worked the Quorn line exclusively and coalies worked the Wilmington line. The Monday goods to Quorn was extended to Hawker with a CR crew. The normal oil tender had one filling hatch but several were fitted with two separate tanks and thus two hatches. The SAR crew used one tank to Quorn and the CR crew used the other to Hawker. Toward the end of steam only one tender was in use for this run, being swapped onto whichever loco was to do the trip. This meant the one loco and tender combination worked the Hawker run for several weeks.

(b) South East Division. Ron Stewien's book describes their usage on the broad gauge conversion project and includes several good photos for detail. They were not permitted on the whole Glencoe line and the far sections of the Beachport and Kingston lines. They were transferred to Port Lincoln and Peterborough in 1957.

(c) Port Lincoln Division. The first arrived in 1925 and they increased to a maximum of twenty engines in 1962. The 830 class diesels were arriving and rapidly replaced much of the steam working, as one 830 could haul more than double T class. Double Alco load exceeded the strength of the couplers then in use.

Livery

Generally, the T was well regarded by shed staff and crews, and while labour was relatively cheap they were kept clean. Apart from a period during the Webb Era following 1926 they were black with a red buffer beam. In later years at Port Lincoln and especially Peterborough they usually showed the effects of using 'hard' water, especially after the boiler blowdown muffler was moved onto the top of the boiler. Hard water contains minerals and salts which shorten boiler life so chemicals are added at each water fill. These are usually supplied as solid blocks and are stored in a lidded drum or box on the rear tender deck. When the boiler blows down the salts, etc. are ejected and leave a greyish white stain over the loco. I have seen some that looked like a dust storm had descended on the boiler but missed the tender. Engine numbers are white.

For special occasions they were given special treatment such as black body with red lining, grey smokebox and white-wheel tyres. Such occasions included Royal Visits, Commissioner's Inspection Tours, Railway Picnics and in later years ARHS tours. Pichi Richi sells a wall poster of T 186 in such condition.

References

Australian Railway Historical Society publications:
Proceed to Peterborough,
Centenary of a Railway Town.
One Rusty Rail.
Locomotives of the SAR
West Coast Wanderer . . . tour booklet.
Bulletin January 1976 . . Tx class.

Mile End Railway Museum:
Locomotives of the Commonwealth Railways On Shed at Mile End.

Pichi Richi Railway Preservation Society:
The First 100 Years of the Pichi Richi Railway.

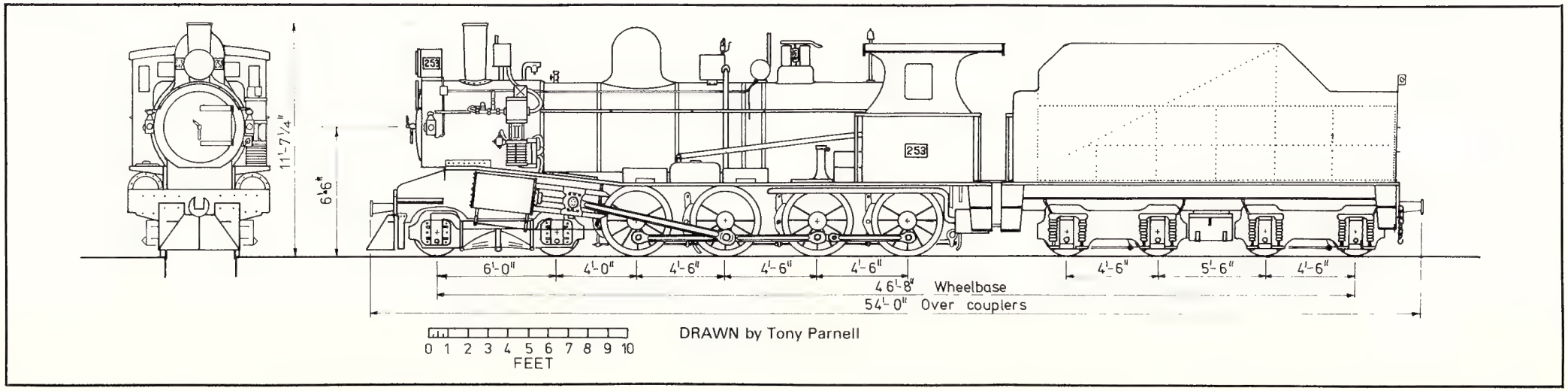
Railmac Publications:
SAR Narrow Gauge Locomotive Register.

Sound Recordings:
ARHS:
Narrow Gauge in South Australia.
Sentimental Sounds of Steam.

Peter Nielsen and Steam Action Productions:
Steam Action volumes 2, 3 and 5.

Bill Mudie and ATRA:
One Night on the South Australian Narrow Gauge Vol 1.

Part two of this article will describe the various modifications done to the T class



Fitting Kadees to the Lima 'S' Class

This modification can be applied to the Lima 'S' class, 'GM' class or '42' class diesel electric locomotive as long as the model has not been modified to represent the specified locomotive class closer than as supplied by Lima.

First disassemble the loco body from the chassis by unclipping the catches above the fuel tank and above the staff exchange recess. Next unclip the unpowered bogie and dismantle the powered bogie so that it can be removed from the chassis. If care is taken and the wheels put back in place and the unit assemble clear of the chassis no further problems can be expected.

On the trailing bogie (unpowered) unclip the skirt (cow catcher) and, using a fine saw, cut off the Lima coupler clear of the skirt holding lugs (Refer to Fig.1. for details). Repeat the process on the powered bogie, although in this instance cut as close to the main frame as possible. Clean up surface with fine file.

Determine the centre of the chassis and scribe a line the length of the underside of the chassis (except the fuel tank area). On the No.2 end add a section of styrene 7mm wide, 7mm long and 4mm high. It must be positioned flush with the end of the chassis and exactly centred over the centre line. Secure in place with Methyl Ethyl Ketone (MEK). Add a similar sized section of styrene to the No.1 end and, after securing in place, file the outside surface to the curvature of the chassis end.

Assemble Kadee No.7 couplers and position each in place so that the front of the coupler pocket is level with the front or rear of the loco body (when back on the chassis). Secure in place with 9BA brass screws (first drilling and tapping the hole) or if necessary glue in place with MEK but ensure that the glue does not flow into the coupler or between chassis parts.

Commence reassembling the bogies to the chassis but check that the bogie can swivel without fouling the coupler or the styrene support section. If fouling does occur file away the contact points with a second cut file.

Before reassembling the drive bogie check that it swivels freely in the chassis and if any tightness is evident file away the contact points until free movement is possible. Then, using either very fine wet and dry paper or the shank of a drill, polish the contact (swivel) surface and, during assembly, puff-on some Kadee graphite powder. This little task certainly improves the performance of the model.

Add the body to the chassis after checking that the coupler clears the bodywork, relieving with a file. The No.1 end may need a slight shave but the No.2 end will require the removal of about 1mm below the rear end door.

Clip the skirt back on and run on track, especially around the tightest curves. For curves down to 21" radius or No.4 points it will be necessary to widen the gap in the centre of the skirt so that it will not restrict the travel of the bogies when traversing the tight radii curves.

To complete the job touch up the coupler blocks with black paint and adjust the coupler by offering it up to a Kadee Coupler gauge and bending the magnetic trip pin to suit.

Described by Bob Gallagher.

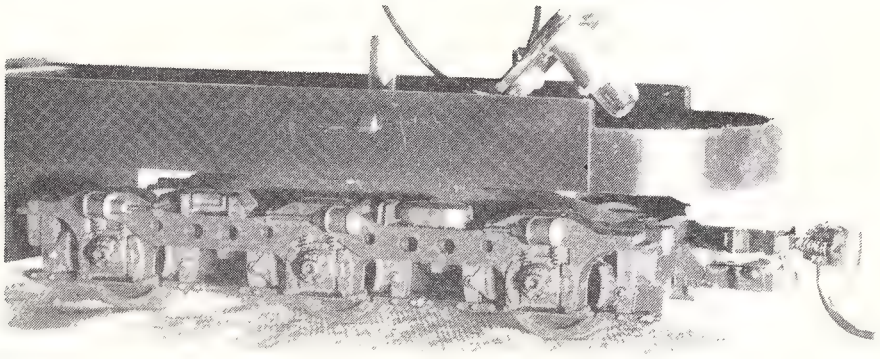
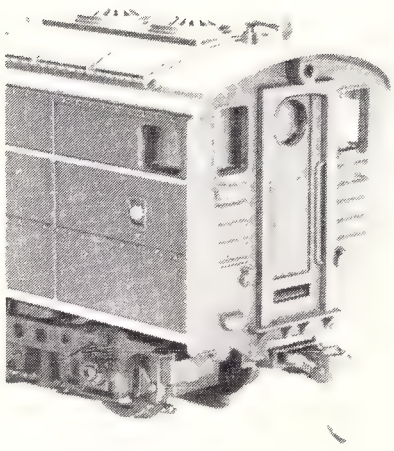


Fig. 1 The leading (No.1) end of the chassis without the skirt in place.



No.2 end coupler fitted.

No.1 end coupler fitted.

THE HUB CARS — Part 3

Continued from page 28

— 529" removed quite early. All cars converted to RDH class dayniter stock in latter half of the 1970s; these cars now carry neither "BUFFET" or class designation externally, but retain the "Car" legend (as do all cars in the HUB fleet). Along with the RDH cars converted from RFH vehicles, cars 2236-2239 now ride on 2CA type trucks.

TABLE 6
"HFH" TERMINAL CARS
EXTERNAL DETAILS

Original Details: Tuscan red and russet body,. doors in solid tuscan red, ends in solid tuscan red. Buff lining above and below windows and across doors. Roofs in light brown; underframes and equipment in black. Lemon coloured legends "SECOND", "Car" and "Seats 101 — 151" at each end of car near entrances. Silver no. "1" on bodywork at each end of vehicle. 2AN type bogies fitted at each end of car.

Later Details: Livery changed to tuscan red only, initially with double lining (buff), then single lining and in some cases, no lining at all. Double lining eventually restored. Roofs in either silver or dark grey, underframes still black. 2CA bogies fitted to at least 3 vehicles (see below). Legend "Seats 101 — 151" deleted quite early, and circa 1970 the legend "SECOND" also removed.

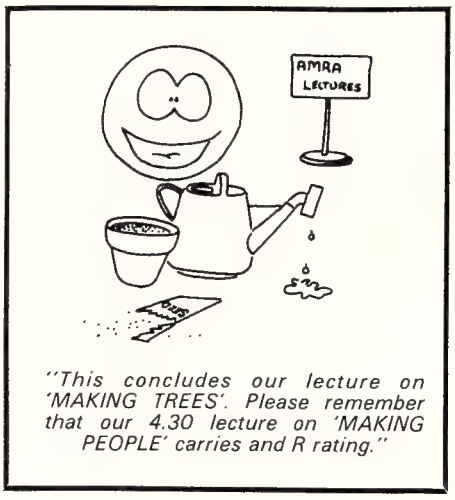
Details taken 1980-81: HFH.2212 — 2CA bogies each end; double lining; no "SECOND"; no piping along underframe; original type lookouts.

HFH.2214 — 2CA bogies each end; double lining; no "SECOND"; no piping along underframe; original type lookouts.

HFH.2215 — 2CA bogies each end; double lining; no "SECOND"; no piping along underframe; original type lookouts.

N.B. HFH.2213 has modified crew amenities, resulting in the window next to each lookout being painted over in tuscan red. Although full details of this unit are not known, it would appear that the vehicle is equipped with 2CA bogies at each end, and may have been given prism lookouts. Clarification from readers of the status of this carriage would be appreciated.

Other articles in the 'HUB' series appeared in:—
Part 1 — March/April 1981
Part 2 — September/October 1981



"This concludes our lecture on 'MAKING TREES'. Please remember that our 4.30 lecture on 'MAKING PEOPLE' carries and R rating."

AUSTRALIAN RAILWAY SIGNALLING

Eighth in a series by Arthur Perry.

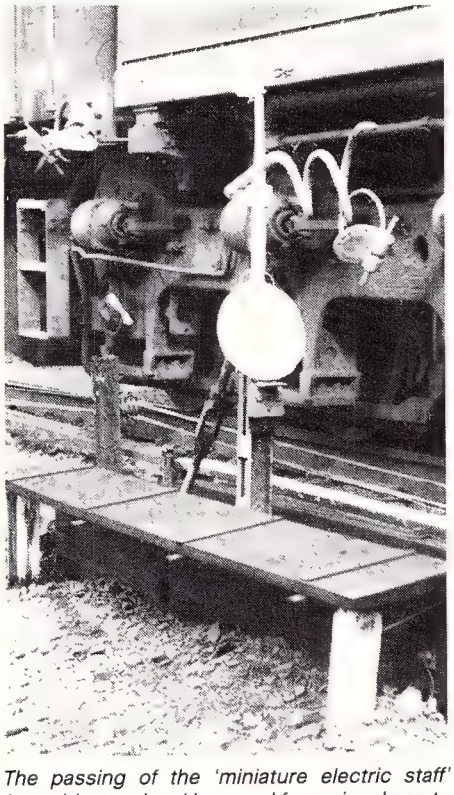
MECHANICAL SIGNALLING . . . Single Lines.

Manual block working also applies to single-line sections with bi-directional traffic flow. Sometimes ordinary block instruments are used but it is usual in Australasia to incorporate a token system to guard against head-on collisions.

When the author first visited New Zealand in the mid-1950s he had been led to believe 'Tablet' systems were inferior to the 'Staff' token system common in Australia. He was somewhat surprised to discover Kiwi railmen believed the opposite. They did not know of 'Miniature Staff' with automatic 'Staff Exchangers' nor he of automatic 'Tablet Exchangers', both for use at maximum permissible line speed. Too often our conditioning is far too parochial.

Ordinary Train Staff

'Ordinary Train Staff' is the simplest, the token consisting of a round wooden bar or metal tube with a distinctive shaped head attached at one end, if necessary a key at the other end, and inscribed with the name of the section it applies to, e.g. Camellia — Carlingford. The shape of the aperture in the head and other features distinguish one staff from those of the adjoining sections. No driver shall enter any staff section unless he possesses the correct staff for that section. The system is 'absolute' in that only one train at a time may occupy the section and there must be a balanced traffic flow for it to work.



The passing of the 'miniature electric staff' from drive to signal box, and from signalman to driver may, in New South Wales, be accomplished while the train is at speed, via an automatic staff exchanger. The above photo by R. T. Taaffe illustrates the exchange of the staff via the double coil exchanger. The staff exchanger on the side of the locomotive has picked up the staff for the section it is entering, while depositing the staff for the section it is leaving on the coiled hook. The metal staff is strapped to a cane hoop to make this exchange possible.

Staff and Ticket.

'Ordinary Train Staff and Ticket', as found on Sydney's Carlingford line, could be classed as a 'permissive' form of the 'Ordinary Train Staff' system. By the addition of paper 'Tickets' following moves, spaced by either the time-interval system or special regulations, are permitted. The 'Tickets' are the same colour as the box they are kept in and the staff is painted (if a wooden one) or inscribed (if made of metal). A metal medallion the same shape as the staff's head is also attached to the 'Staff Box', the colour and matching shape being: — Red/round, Blue/square, White/triangular or Green/heart.

The 'Tickets' are issued in numerical order and a driver MUST see the staff before accepting a ticket and proceeding into the section. The 'Staff Box' the tickets are kept in is unlocked with the key on the end of the staff. The staff is NEVER left in the lock of the box, but is kept in special clips provided for it. The driver of the last train in the group passing through the section in that direction is given the staff and once it has reached the other end of the section a reverse flow of traffic may commence. This system goes someway towards meeting the needs of uneven traffic flows with minimal increase in the risk of head-on collisions.

Electric Staff and Tablet Systems

On busier single lines, such as many main and secondary lines in Australia, the more flexible electric staff or tablet instrument provides the token system of operation. In both cases the two instruments at either end of a section are electrically interlocked to prevent more than one token for the section being out of the instruments at any one time. The token may be obtained from either instrument, which puts them "out of phase" with each other and prevents a second token being obtained. Similarly the token may be returned to either instrument, which will put them back "in phase" to permit a token to be obtained when next it becomes necessary. Herein lies the system's improved flexibility.

Tablets are metal or fibre discs so arranged that they will only fit into their own instrument. A staff is a metal tube or bar with up to five raised rings along its length which together with mechanical devices within a staff instrument prevent a staff being placed into the wrong instrument. A staff may be either the 508mm long large "Electric Train Staff' or where automatic staff exchangers are used for trains passing at speed (up to 115km/hr) the 200mm long "Miniature Electric Train Staff". The use of these is not determined by the method of traction or scale of a train!

Divisible Staff

Sometimes, to increase flexibility of operation with electric staff-working, a "Divisible Staff' system is used. Once it has been withdrawn from the staff instrument this type of staff may be divided into two halves, one marked "Staff" and the other "Ticket".

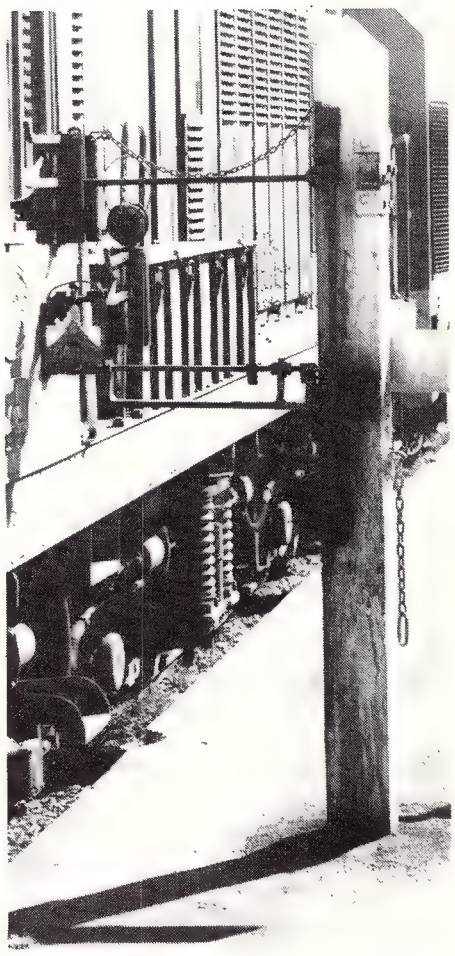
When it is desired to send two trains through the section in the one direction within a short space of time the driver of the first train is shown the "Staff" then given the "Ticket" as his authority to enter the section. The "Staff" is then locked in a receptacle on the side of the staff instrument until it is safe to issue it to the driver of the second train and permit him to enter the section also. After both trains have arrived at the far end of the section the staff must be reassembled before it can be replaced in an instrument.

To provide for the shunting of intermediate sidings within a staff section both halves of a divisible staff may be fitted with a key to unlock the Annett Lock on any lever enroute. Any type of metal staff mentioned may also be fitted with such a key at one end.

The next article will describe the intermediate staff instruments and other 'staff' workings.

Previous articles in this series are: —

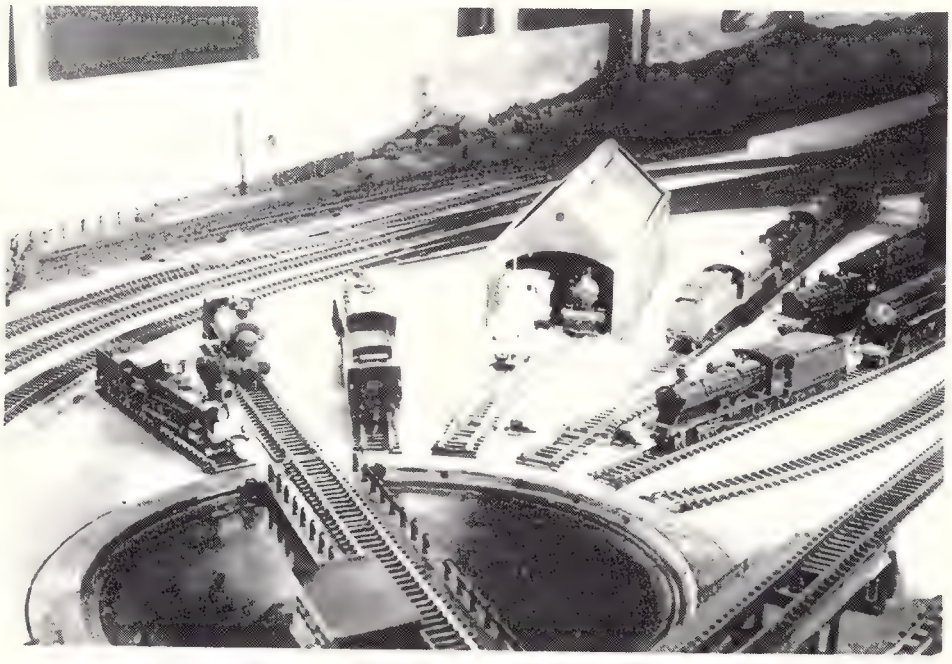
An introduction to Railway Signalling	*Mar/Apr 79*
Railway Signalling Terminology	*Jul/Aug 79*
Auto Single Light Signalling	*Sep/Oct 79*
Auto Two Light Signalling	*Nov/Dec 79*
Mechanical Signalling	*May/Jun 80*
Train Order Working	*Mar/Apr 81*
Automatic Crossing Loops	*Sep/Oct 81*

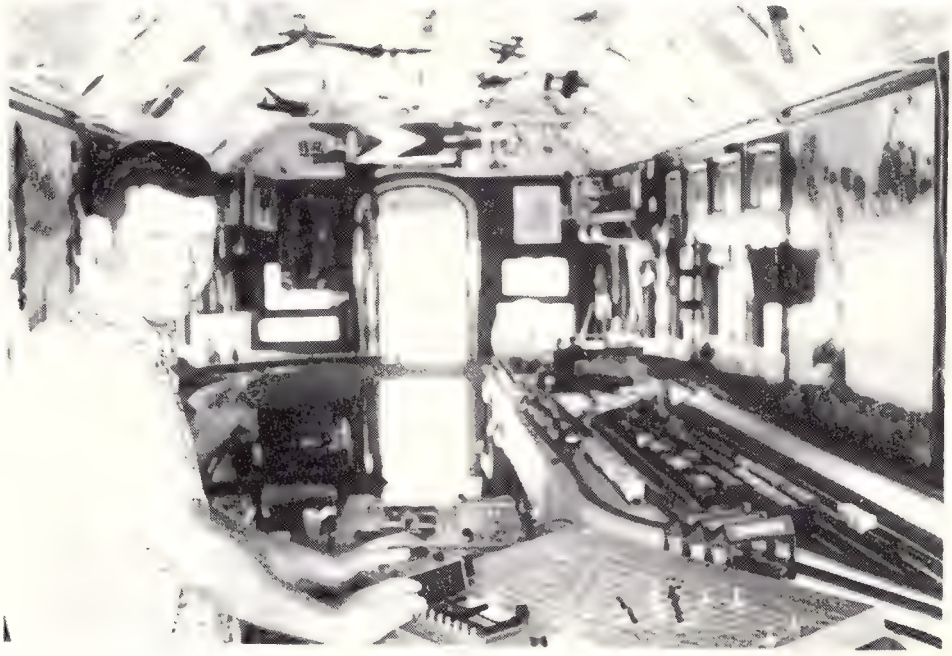


By comparison this photo by R. T. Taaffe illustrates the automatic exchange of Tablets in Papanui, New Zealand. The upper section collects the tablet, while the lower unit delivers the new tablet to the loco.

The Train Room . . . Literally!

A problem many modellers have to overcome is just where to put the layout. Barry Dean, of Orange in New South Wales, has found the perfect site.





My layout has moved from under the bed, when I was first married, to the garage, then to a spare room and now back to the garage.

Barry's layout was originally built in a spare room but the need for accommodation for visitors forced him to move. Barry, being the lateral thinker that he is, approached the S.R.A. in early 1977 and purchased a railway carriage for $60. The carriage, BI1152, was a first class centre aisle suburban car and, when delivered to Orange railway station, was in a first class mess. The carriage had stood derelict for over 15 years and was full of rubbish. Vandals had damaged it and 26 of the 34 windows had been broken. To cap it all, the S.R.A. lost the carriage for 6 weeks while they were in the process of delivering it.

Once the carriage reached the station Barry's work began. He spent several hours early each morning for 4 weeks preparing the carriage for its final move. Among other things the carriage had to be released from its bogies as the S.R.A. would not sell them. Finally, with the help of several mates, a semi-trailer and two large cranes the carriage was taken off the rails and placed on a prepared site in Barry's backyard on 7th July 1977.

The real work then started and for 12 months Barry prepared the carriage. The rubbish was removed, as were the seats and the centre toilets. The seats were given away and several are now in Army offices. The tank from the toilets is now used in a shower at Stuart Town. The broken windows were replaced and the roof and exterior panelling were repaired. The interior was washed with sugar soap and then the interior and exterior were painted. New floor covering was laid and the carriage was rewired for 240 volts. Barry estimates that the final cost was $600.

The carriage now contains a small workshop and a 24' × 8' layout with two 2' × 10' wings. The main line goes twice around the carriage and there is approximately 564' of track on the layout, together with 70 points. Unfortunately Barry's business does not leave him much time for his hobby and so progress on the layout is slow.

In 1980 it became necessary for Barry and his family to move house and so, undaunted, Barry again hired the cranes and the semi and moved the carriage down the main street of Orange to the new site. Three weeks later the vacant block that was used to get the carriage into and out of its original site was built on. If work had started any earlier it would have made the move impossible. The carriage and layout travelled without any problems and the layout was operational as soon as power was connected. (Does that make it the ultimate portable layout?)

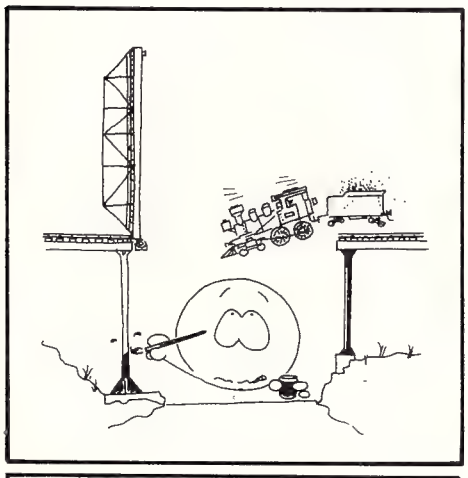
The carriage requires a little more maintenance than a normal building would. After only three years the exterior is close to needing a repaint. This has been caused by the poor condition of the masonite panelling; the severe conditions of a Central Tablelands winter have not helped. Barry hopes to overcome this problem by building a shelter over the carriage.

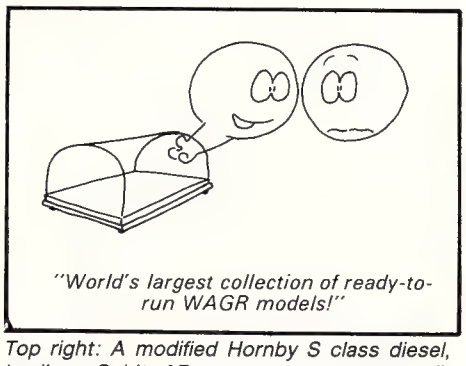
Sometime after purchasing the carriage Barry found that he was not the only one who had a carriage for a layout room. Arthur

Robinson, in Junee, New South Wales, owns BI 1153 which houses his N scale layout.

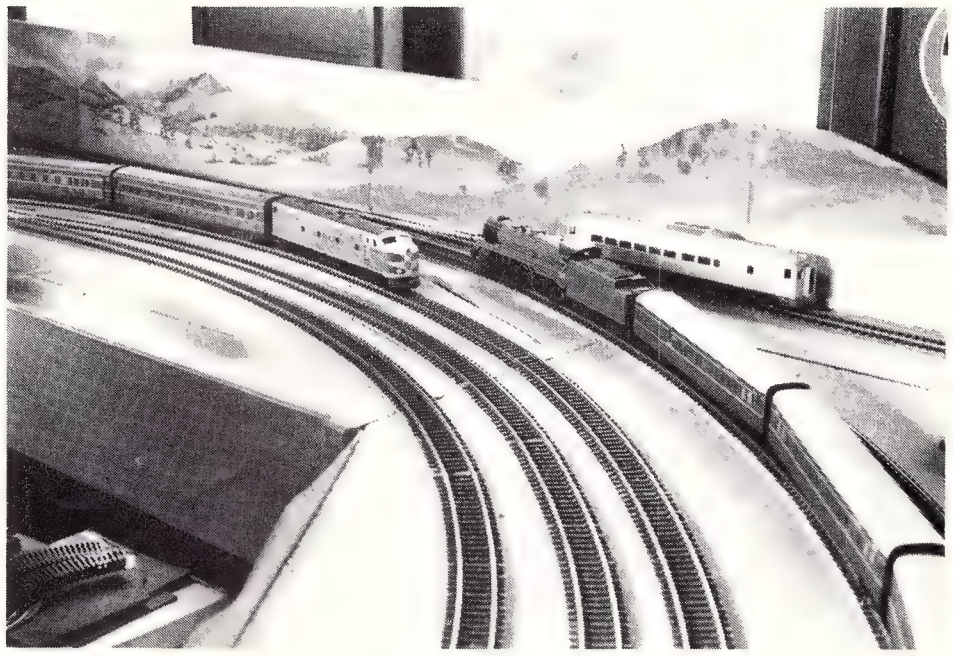
Footnote: It would appear that P.T.C./S.R.A. records show that Barry has not yet received his carriage for he occasionally gets letters asking him if he still requires the carriage that he ordered. Perhaps somewhere there is a junior clerk who has been given the task of finding BI 1152. We should feel sorry for him as he trudges around the yards at Eveleigh, Enfield and the other carriage storage sites for he will never find it unless he looks in the backyard of a house in Orange, and who would think of looking there!

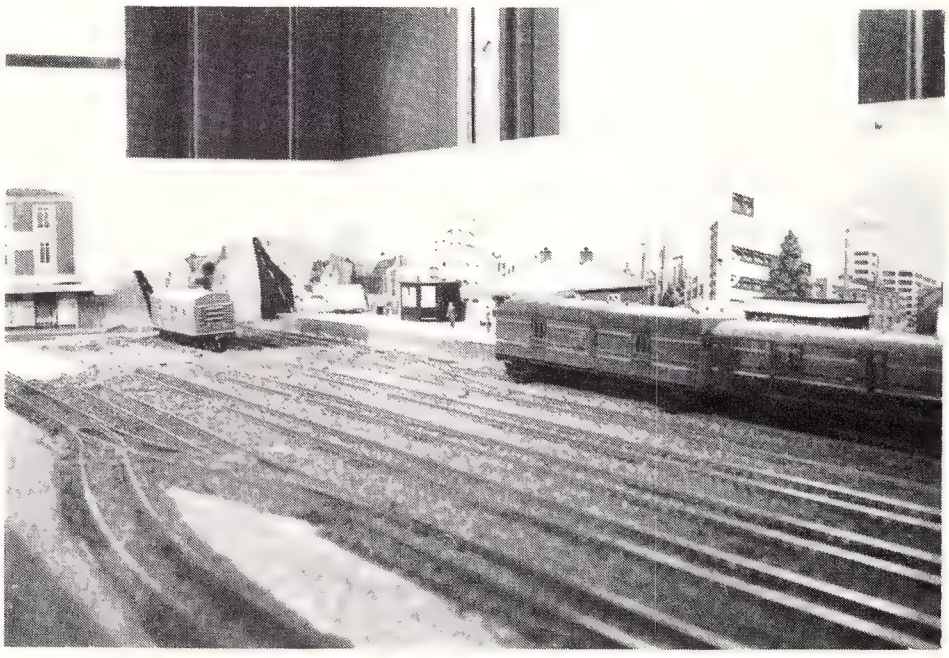
Stuart Liversey





"World's largest collection of ready-to-run WAGR models!"





Top right: A modified Hornby S class diesel, hauling a Spirit of Progress set passes a modified Lima 38 class with a HUB set on the mainline. A modified Triang, S.R.A. Budd car waits on the branch. Photo: Ed Pinder.

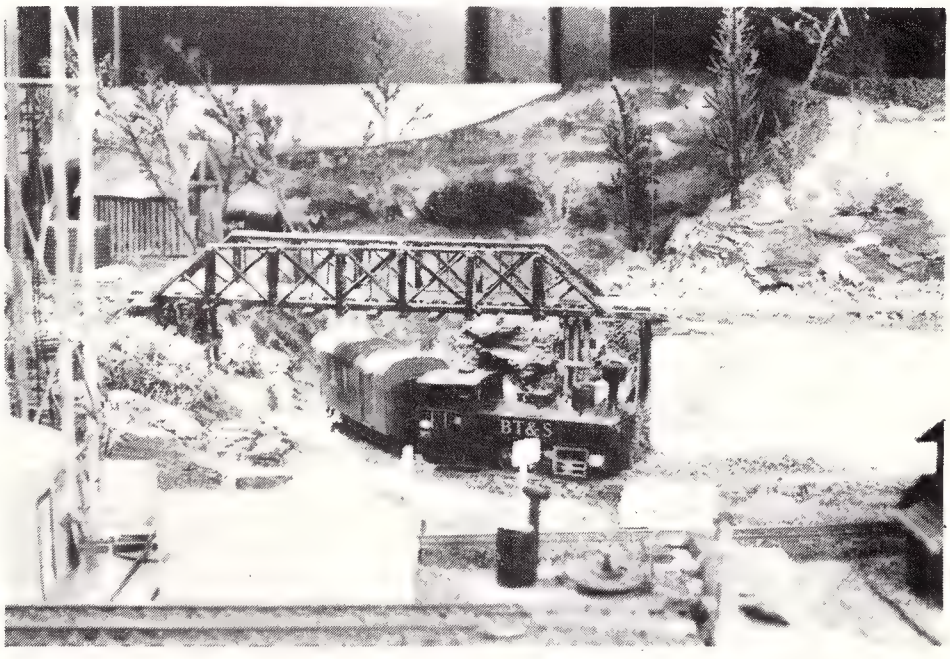
Top left: The carriage standing on the original site. Photo: Ed Pinder.

Centre left: The loco shed on the layout featuring, from left to right, U105 (converted from a Rivarossi 4-4-0) 1023 (Tyco 0-4-0) 5917 (Lima 2-8-2) J class (brass not yet converted) 2019 (Roundhouse 2-6-0) 3675 (built from scratch) R.O.D. (Jouef 2-8-0) 5456 (built from scratch) 3229 (Bergs) and a streamlined 38 (Lima). Photo: Ed Pinder.

Centre right: Timothy Town, one of the terminals. The rolling stock is a Friedmont — MRC FHG Guards Van and a Workshop 5 MHO and LHO. Photo: Ed Pinder.

Bottom left: The proud owner, Barry Dean standing at the yard controller. Photo: Ed Pinder.

Bottom right: One of the 2' x 10' wings contains the HOn2½ Barry, Tim and Scott Railway. Here we see a loco and van returning from the Quarry. Partly visible on the left is the Limestone Kilns, the major industry on this portion of the layout. Photo: Ed Pinder.



COMMENTS from the READERS SURVEY

In 1981 AMRM held a survey to determine the most requested or sought-after model, the results appearing in the December, 1981 issue. Many of the survey returns included some comments applicable to the general Australian prototype side of the hobby, some of which are, in part, published for the interest of readers and manufacturers:—

"Much has been written lately about the much wider range of N.S.W. outline rolling stock available, compared to that of other states. At present B.G.B. is about the only major manufacturer of V.R./A.N.R. rolling stock.

Why on earth couldn't many N.S.W. outline manufacturers make bogie-exchangeable versions of their vehicles (and incidently increase the market for their products)? A glance through some recent AMRM's shows several examples.

— Berg's Hobbies 'OCY' kit. Why not 'OCX'?
— Rails North 'MLE'. Perhaps a 'HMX' instead?
— Rails North 'KLY'. Could have been a 'JLX'.
— ABL Models 'BD'. A 'BDX'?

In each pair of examples the (prototype) wagons perform very similar functions. However, there are significant detail differences between them, precluding their operation with broad gauge rolling stock. With a little foresight these details could have been included in the first place, and hopefully keep both N.S.W. & V.R. modellers happy!"

"I am eagerly awaiting TRAX's BCW and AR's BCH (with possibilities to convert to HRH, FRH, HCH, FCH) hopefully as good and inexpensive as AR's GLX body kit."

"Further to your Readers Survey, I would like to say that as a modeller of the V.R. any kit or ready to run model of the V.R. would be welcome; at the moment we have only the Lima 'S' and B.G.M. Whereas the N.S.W. modeller seems to be saturated, the V.R. scene offers very little. One model I would like is the 4 wheel GY wagon which is the foundation of a V.R. layout, also any diesel and latter day steam locos. As a matter of interest I would be prepared to pay up to $300 for a good V.R. steam loco."

"I am only a pensioner and this is where I try to buy the best model at the right price and I like LIMA!"

"Regarding your Readers Survey 1981 — A great idea! I live in Melbourne, thus prefer to model V.R., therefore I am prepared to buy any GOOD QUALITY V.R. models, whether brass or kit-form of locos and rolling stock. Until recently there has been very little from which to choose.

Heaps of praise to 'Broad Gauge Bodies' and 'Broad Gauge Models!' I believe these are good quality kits, although there is always room for improvement.

Thumbs down to P.J.M.! Their diesel kits are, in my opinion, crude and, what is worse, the bodies will not fit over the intended Athern chassis!

Finally, congratulations on a great magazine."

"Suggest that kits should contain adequate class details, detailed instruction sheets, decals, bogies with wheels, under body details.

Great Magazine!"

"Myself and other modellers I know often find it hard to get detailed prototype information of goods vehicles. Your magazine has filled in many hoels. There is a need for information on:—

i) Paint schemes
ii) Photographs, especially the top of many vehicles and locomotives and ends.

Preferably in book form."

"A group of us, six in all, are happy with the supply of Australian equipment and since we have been in the hobby for over 15 years each, we only buy in small quantities these days.

Hope others answer with definite preferences for your survey."

"Thanks for the survey. I'm sure its a great service for manufacturers and modellers."

"Also would like to see some 'O' gauge N.S.W. rolling stock."

"I am happy to respond to your readers' survey, included a separate sheet rather than cut the magazine.

Also may I add that A.M.R.M. has developed into a very fine publication and is a great credit to all involved in its production."

"Thank you for the opportunity to voice my view."

"I believe I would echo the voices of all the other Australian prototype N scalers when I say that anything (ANYTHING!! in fact) would be a most welcome addition.

Thanks for a fabulous magazine and take heart that a considerable part of the current interest in Australian prototype modelling (at least in HO scale) is due to your excellent publication and the enthusiasm of your production staff."

"I would like to see the availability of 10.5mm wheels that fit Lima axles and have more time for modelling (more money too!). We can buy unpainted people, but how about unpainted cows, even still on sprue, then we will have something to put inside our BCW's. Thanks for a great magazine."

"Hoping the survey is a success and hopefully await most popular models when available."

"I don't like the idea of cutting the magazine to answer the survey."

"Your survey applies only to Australian prototype and as I follow US practice I cannot realistically demand any particular requirements from local manufacturers because I cannot guarantee that I would buy same.

What I can say is why I do follow US prototype and not Australian in the belief that my reasons possibly apply to others, and if my reasonings are understood a total change may influence me and possible others to change.

Firstly, I have been in the hobby for at least twenty years and in my particular case have built up a considerable roster — in excess of 200 items, mainly Athearn and Roundhouse.

These items were assembled from kits of the rattle the box type — I am quite happy with that method — I like big trains therefore I need lots of rolling stock.

The standard of finish/runability and durability of my roster is excellent (in my eyes).

My enjoyment is a large roster, with big trains of well presented reliable rolling stock.

I, and I am sure numerous others, get enjoyment out of running trains, not necessarily having a lot of time in which to do so.

Problems I see with current Australian offerings are in order of greatest grievance to me:—

Price — why should I — what would make me, dispose of my 200 items at less than they cost me to buy new, to buy kits sometimes exhorbitantly priced, i.e. what is the basic costing difference between the BGB 'VSX' at $6.95 and a RNM 'KLY' at $13.95 — the bogies?

Kits — the time is the enemy of us all and I just don't have time to assemble, paint and stencil etc., the kits as they are currently presented.

Finishing — it is still not possible, to my knowledge, to buy the correct colours for final painting. To finish painting a SAR vehicle it is necessary to mix, in various quantities, 4 different individual colours. Additionally the most noticeable thing about any item is the finish — it is also traditionally the hardest area to do properly. So with the chance that the colour will probably be wrong and the painting not up to scratch, there is a good chance the kit will just not look right.

Nit picking — perusal of US magazines, i.e. Santa Fe Modellers, will show that even the items offered there are not always right on — for one reason or another. Yet continually your mailbag contains letters complaining about this or that aspect being not quite correct.

The scenario thus becomes one or possible two items (all that time/money can afford), incorrectly and possibly badly painted (the ones you normally see are) with an onlooker advising that the big thing near the end is 50mm out of location.

Don't get me wrong: there are people who can (and do) afford to buy the kits, have time to build and finish them and if something bothers them to shift/alter it to their requirements. I admire them.

I suggest that there are not that many of these people, they are selling kits, that we know, but how many (like me) still have those same kits — waiting for a rainy day.

Another aspect with respect to kits is that younger railfans — future modellers, are in the main not attracted to that aspect of the hobby and end up with British, European or U.S. outline.

There is however, one manufacturer who is answering all of the above problems and I believe one who should not only be coerced into continuing, but emulated, to the greatest extent possible by other local manufacturers.

I speak of Lima, their list of Australian outline items is growing and improving.

I know that they have a larger market, more capital, knowhow, etc., but I believe that the local manufacturers should learn from what they are doing.

For example, the common 4 wheeled open wagons — S, GY, OBf could surely be offered almost as a pre finished, shake the box type kit Manufacturers, by volume of production have the opportunity of making dies or at least jigs for correct assembly, larger mixes/requirements for paint of the correct colour and a knowledge that they have a better chance of selling their goods if they are presented as something recognisable to the purchaser.

The current trend to try to be the first to offer an XYZ class whatever to satisfy a small section of the market — something which unfortunately your survey is fostering, only continues the chain without making it any stronger.

Now, if all the effort put into development of new moulds had been put into perfecting the model (and presentation) of an ABC class then I feel that we would all be better off — for instance I might buy one (which I won't do at the moment) whether it be an ABC or an XYZ class.

The above is offered as constructive criticism, I am sure that the results you get to your survey will each point to what that reader thinks that his system can't do without.

For me, 40 identical, well presented GY (or S, etc.) vehicles makes a train, and if someone makes a well presented GY vehicle — preferably as a pre-finished shake the box kit I will most probably buy 40 of them. Until then my trains will be Athearn U.S. outlines."

"I am a 18 year old student on a shoe string budget. This poses obvious problems, i.e. engines over $200 are, while of good value, out of my 'reach'. At the moment I'm attempting to build a collection of models of reasonable quality, mainly using the good value-for-money kits available. However, I'm continually thwarted by the lack of appropriate paint. Even if the manufacturers don't wish to consider the trends exposed by the survey, please impress the importance of a supply of the correct colour paints to the continued expansion of the kit (especially passenger car) producing industry. I have eight pieces of rolling stock awaiting painting, some have been ready for 8 to 10 months. They will stay unpainted until some decent paint comes onto the market.

Incidently, the other alternative of 'Mix Your Own' produces the appearance of the 'near enough' effect."

"I believe that Lima have the best detailed models that I have seen of the NSWR models ready to run. I don't believe that all the people can make the model kits."

"I feel that the modeller should have the choice of whether they want bogies or not with rolling stock kits, not just whether they want axles or not, e.g. Rails North Models KLV/KLY kits, ABL's GHG van, etc. The cost of buying a kit is not going to get any cheaper and having to buy unwanted bogie parts is a waste of money. Sure, still make these parts for people that want them, but don't make it compulsory buying for people who don't."

"Thanks for the chance for 'US' to have our say. Keep up the good work."

"I would like to see an accurate 'S' wagon kit."

"I don't buy brass locomotives because (a) I can't afford them and (b) from what I have heard many of them are unable to pull a decent load.

I was very pleased with the Lima twelve wheelers. I find the Trax kits an acceptable standard; however, I agree with AMRM that the 'RU' needs more detail added."

"It should be noted that I will only buy V.R. when it comes to rolling stock and railway structures."

The comments of readers, through the readers survey, have proven to be very interesting.

We at AMRM believed the survey was a success and can only look to manufacturers for the resulting models.

Another reader survey will be held in a year or two (Editor).

Building Australian Rolling Stock

Garry Kahler presents a short series of articles describing the alteration of proprietary, off-the-shelf equipment to represent Australian models. Ideal for beginners!

1 – N.S.W.G.R. 'S' WAGON

Many of the vehicles covered by this and future articles are now available in model or kit form from the hobby shops. The articles are, however, presented to show how simple many of the conversions are, as well as making provision for the modeller who may have the proprietary models on hand, and by becoming involved in the conversions may be encouraged to join the growing band of modellers who model the Australian scene. (Ed.)

Much has been said about modellers urging the big manufacturers to release Australian rolling stock models onto the Australian market. Some effort has been made by Lima and Hornby (and recently Trax), but in the majority of cases to date many have been repaints of European or American models. A few local modellers have produced Australian kits, usually of polyester or epoxy resin from moulds and of a varying standard.

I have found, though, that I could make my own N.S.W.R. rolling stock (HO scale) reasonably cheaply by using a few basic materials, mostly plasticard and balsa with, occasionally, brass and cardboard. Window glass I cut from clear plastic shirt box lids.

Where does one start? I began about 17 years ago when there were virtually no Australian kits available. My first N.S.W wagons were made from flattened out jam tins! Needless to say, they have since been replaced. However, some of my first passenger cars, made from balsa and cardboard, are still giving excellent service. One of the first models I made was of the N.S.W.G.R. 'CPH' railmotor, which was featured in the November/December 1968 issue of A.M.R.M. At present I am in the process of remotoring the railmotor and fitting new bogies and a belt drive.

You may well ask "What is he describing that for?" What I am doing is to show that some models can be modified just as an older model can be rebuilt at a later date as your skills improve. To start with you should attempt the simplest wagon, then work your way up to the more difficult ones as you gain experience.

There are wagons and carriages available that can be converted to resemble local prototype, with a little working on. If you begin this way, as I did, you learn to develop skills and how to use various tools and materials, and so develop to more difficult jobs.

Basically, all you need are a fine-tooth Exacto saw blade, a Stanley trimming knife, a set of Exacto hobby or craft blades, a 6" fine file, a small paint brush (a No. 1 artist's brush is ideal), a bottle of plastic glue (I use Kibri plastic binder or Plastruct Cement), 'Araldite', 'Kwik Grip', a steel straight edge or steel rule at least 12" (300mm) long, a pair of long-nose pliers, a small screwdriver, two or three small twist drills ($^1/_{64}$" and $^1/_{16}$" for example), 0.010", 0.020", 0.030", 0.040", 0.050" and 0.060" thick sheets of plasticard (A.M.R.I. market this range), 0.8mm ($^1/_{32}$"), 1.6mm ($^1/_{16}$") and 3.2mm ($^1/_8$") sheets of balsa, 8 and 10BA screws, nuts and washers and couplings. I use 3 types of couplings — Kadee, Sentinel or Protype dummy knuckle, and X2F (or American). Kadee couplings will couple to Sentinel or Protype but not automatically uncouple. X2F's will only couple to themselves.

With all 'kit-bashing' or scratchbuilding projects it is essential that you obtain a plan and at least one photograph of the wagon or carriage you intend to build before commencing. Then before you start you should look at the plan and the photograph and decide what material you intend to use for your model. I prefer to make 'steel' wagons out of plasticard and 'timber' wagons out of balsa.

One of the simplest wagons to construct is the 4-wheel open wagon. These vary from state to state. The article on the V.R.'GY' in the January/February 1980 (issue 100) of A.M.R.M. is one method of tackling this job. But there is another way, for the Airfix Mineral Wagon can be made into either a N.S.W.G.R. 'S' or 'K' wagon or any similar wagon in other states.

The 'S' Wagon

I will begin with the 'S' wagon. The Airfix Mineral Wagon is available as a kit. However, if you have one made up, all the better. The length of the mineral wagon is close enough to that of the 'S'. The base then can be assembled according to the instructions. Next take the body of the wagon and your Exacto saw blade, Measure off the plan the height of the body of the 'S', remembering that the frame is already there. Transfer this measurement to the mineral wagon and measure from the bottom of the body upwards. Mark off evenly all around then very carefully cut along the line and remove the top of the body. You will notice that you have a rough top and that the doors are incorrect. To replace the doors, measure off the distance from the end of the plan, then mark and cut downwards, through the side. Repeat for both ends both sides.

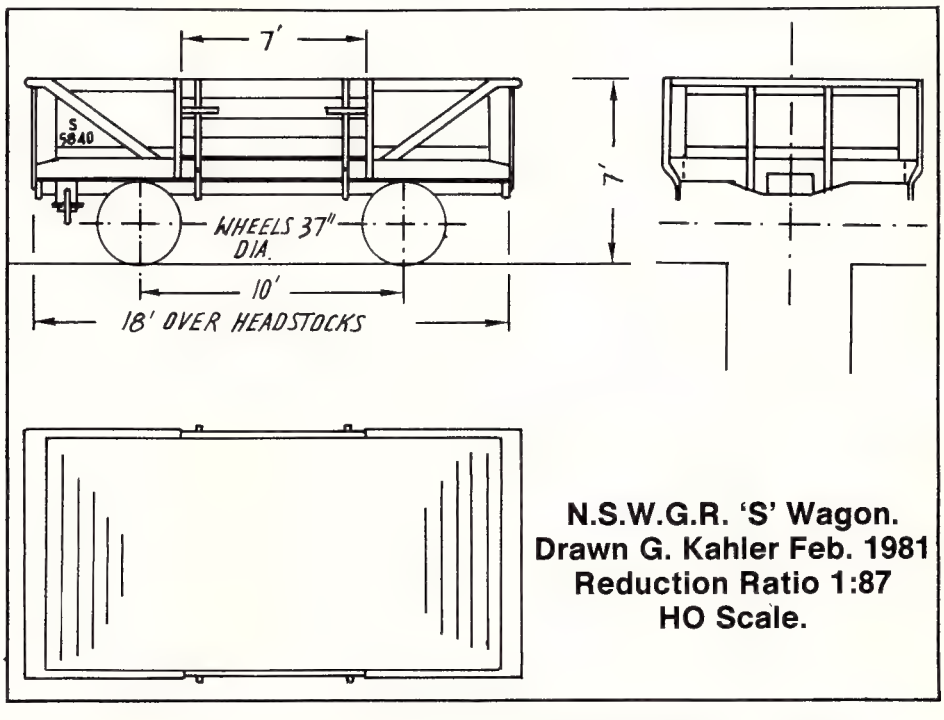
Now you will have a gap into which is placed a piece of $^1/_{32}$" balsa that has been cut to the same size as the gap. Before you glue in, mark the balsa with a sharp pencil so that you scribe on the impression of timber planks. When doing this it is advisable to score along the grain of the balsa. In this case your piece of balsa should have the grain running horizontally. Once you have scribed the balsa and checked to see that it fits neatly in the gap, you can glue it in place. Kwik Grip will hold the balsa to the plastic.

Now to the top. Across the ends of the 'S' there is a sill. To make this will require a little practice in cutting straight strips of 0.020" plasticard 2mm wide. Once you have a straight piece, cut off sufficient to lay across the end of the body of the 'S' wagon. Carefully file the outer edges round and smooth up the top edges of your body (wagon body that is). Now cut a straight strip of 0.010" plasticard 1mm wide and glue along the top of the body between the door and the end. Place similar strips along the bottom and diagonally across the sides. Repeat for all four sides. The end strengthening bars are made from 0.020" plasticard strip 0.5mm wide. As an alternative, if you do not feel confident in cutting fine strips of plasticard, you can buy strip plastic, but that does tend to add to the cost of the model

The wheels should now be replaced with 10.5mm diameter wheels. N.S.W.G.R. 'S' wagons were fitted with all types of wheels — spoked — disc with 4 holes — and plain disc — quite often intermixed. Before fitting you new wheels, I suggest that you place in each axle box a Peco brass wheel bearing. This will prevent the axles wearing out the plastic axle box holes. There are 10.5mm wheel and axle sets available from most hobby shops. The next thing to do is to fit couplings of your choice. These should be made up and attached according to the manufacturer's instructions.

All wagons should be weighted. If you want your 'S' wagon loaded, then weighting is easy. You simply weigh your empty wagon, then calculate what it should weigh, and the difference

Continued on page 54.



**N.S.W.G.R. 'S' Wagon.
Drawn G. Kahler Feb. 1981
Reduction Ratio 1:87
HO Scale.**

MAIL BAG

Continued from page 24.

How, was the big question. Rock Climbers! They are easy to construct; just get two people and glue some cotton between them. Glue one man at the top of the cliff, while the other dangles over. This should be able to be applied to all gauges.

My second idea is "instant trees". Just get a plastic Xmas tree, pull it apart and, Bravo, cheap trees.

Simeon Payne
Bradbury 2560

Sir,

I have been following the debate in your pages about lack of underbody detail supplied with many Australian wagon kits and feel that a comment on the letter in your February 1982 issue from John Eassie of Trax Model Products is in order.

Whilst I, like many other railway modellers who are modelling New South Wales railways, appreciate the efforts of companies such as Trax Model Products, I would prefer to be able to purchase kits which are complete, including underbody detail.

If the provision of this detail would add $2.00 to the price of each kit then I would be prepared to pay this as it would save me the trouble and expense of running around trying to locate the necessary detail parts which often are unobtainable anyway, and when obtainable often add more than $2.00 to the price of the kit!

Whilst I hope that Trax Model Products are around for many years to come I also hope that they will take note of modellers' requirements. It will be interesting to see what happens now that there is at least one other company commencing production which is supplying full detail with the kits they produce.

R. N. Schroeder,
Sylvania 2224.

Let's not forget also the Berg's kits, which contain a certain amount of underbody detail. (Ed).

Sir,

In the Sept/Oct 1981 issue Mr P. R. Neale expressed his renewal of interest in monochrome photography.

If he does not have access to darkroom facilities he, or any other interested Canberra reader, is welcome to ring Ron Brennan at Braddon Marine (Phone 80 5673) for membership details of a camera group which has its own darkroom facilities available for a modest joining fee.

Peter L. MacKenzie,
Mowbray Heights 7250.

Sir,

I can't help but agree with Chris Thors-Smith's letter (AMRM Dec '81) on the lack of 'O' gauge articles and photos, etc in your magazine.

I have been an 'O' gauge scratch-builder myself for approximately 10 years (building WAGR 3ft 6ins, 10mm-1 foot scale models), and despite the fact that most Model Shops I have frequented are only too happy to order 'O' gauge parts for you, the availability range in Australia seems to be very limited.

Jackson and Romford and Slaters wheel sets with matching bogies are almost impossible to find on occasions.

On the other hand I agree whole heartedly with the editor — if they don't receive any photos/articles from us 'O' gaugers, how on earth can they print them?

I plan to begin submitting my share of my own 'o' layout photos, although still in its early stages of completion, although probably will be of interest to a few readers!

In the near future I also plan to submit an article on a permament-easy-to-construct track bed for laying 'O' gauge track around the garden. The method I have used has stood up to the changing weather well for 2 years, and I'm hoping it will last a lot longer yet.

Perhaps this letter might spark off an inspiration to all the 'O' gaugers out there, to contribute their share of photographs, articles, experiences, etc.

John Gaspari
Narembeen 6369

Sir,

The current rush of brass models of Australian outline onto the local market will, no doubt give a further boost to the hobby. However could I offer a comment regarding what I consider a disturbing development associated with the practice of offering a discount on the price of a model if payment is made before a certain date.

This offering of a discount is a recent development in the hobby pioneered by a recent entry to the importing of Australian outline and is a practice which benefits both the modeller and the importer and is therefore quite popular. I have benefitted from this on two occasions myself and hope it continues.

However, recently when ordering a coming model from one of the longest established importers of Australian models I was informed that such a discount would apply if the model was paid for by April 30 After that date the full price would apply. So far, no problem

When I asked the quite reasonable question of "when would the pilot be available for examination", to my amazement I was informed that no pilot would be displayed prior to the 30th of April. The reason given for no pilot was even more astounding. According to this importer some past pilots had led to unfavourable comment and subsequent cancellation of orders.

In fact, then I was being asked by this importer to pay for the model by 30 April if I wanted the discount, without any idea as to the quality of the final product.

The other importer who introduced discounts has always extended the discount deadline until after the model has arrived and can be viewed.

The introduction of discounts by the oldest importer appears to be an attempt to presell his models before they arrive without giving the purchaser any idea of quality, a practice which in view of his past record of some poor models is fraught with danger for the modeller.

This in my view is not only a doubtful business practice but will also generate further illwill amongst the modelling fraternity.

As a frequent purchaser of brass models I do hope the practice of discounts will continue but at the same time I cannot see why all importers cannot take a leaf from the book of the pioneer of this practice and make models available before the discount deadline. Any importer interested in supplying a quality product to the local modeller should do no less.

Ron Cunningham
Sans Souci 2219

Sir,

I am wondering if you can assist me in some enquiries to which I have not been able to obtain any satisfactory answers.

In the May/June 1981 issue No. 108 of your magazine there was an advertisement placed on page 60 by Trax Australian Prototype Models.

The advert shows four kits due for release during 1981. I have been unable to discover what has happened.

I am anxious to purchase these kits as I prefer an injection moulded kit to other types of available kits for rolling stock.

In closing this note I wish your magazine all the best and keep up the good work. I am a novice in this hobby, I find the magazine informative, helpful and extremely useful.

A. Birch,
Tumbi Umbi 2261.

To date, not one of the four kits listed as 'Due During 1981' have been produced by the advertiser. (Editor).

Sir,

I am a relatively newcomer into model railroading and I was wondering if you can help me in the area of modelling. What I am particularly after in these kits are easy construction and low prices for us beginners.

After reading the reviews in issue 112, I noticed that there was one kit by Cooper Craft that seemed easy to construct. If possible could you please list any Australian kits with a reasonable price that are easy to construct for me and fellow 'beginner' modellers.

Your magazine is very well set out and issue 112 had wonderful colour pictures in it. It gives your magazine more 'flash' to it.

Pity it's not monthly!

Alex Costelli,
Collie 6225.

Unfortunately there are very few kits (designed for the Australian prototype market) that are as easy to assemble and as cheap as the Cooper Craft GWR Mink Van. Those that are available have been covered within the Review sections of AMRM, and generally the ease of assembly is indicated. (Editor).

Sir,

December (1981) AMRM carried a letter in Mailbag from Chris Thors-Smith on the lack of O gauge articles in the mag. That, and your editorial comment, prompted me to write in support. I agree that it is up to readers to make more contributions, so here are my comments.

Having left HO gauge two years ago because failing eyesight made it hard to do a proper job in the scale, I began the Ada River Railway as an 'O' gauge outdoor layout. It is now well advanced and operating, but far from completed. However, the satisfaction it's given me to build handlaid track and scratch-built rolling stock, and to have it work well, is immense.

I dismantled my Peco HO flexible track and used the rail (nickle silver code 100) for the O gauge track, spiked to sleepers routed into treated pine roadbed. The effect is good, both visually and operationally. The two terminals are in a carport but the mainline is in the open, carried on red gum stumps, around trees and ferns. An occasional sloshing of creosote, which is cheap, keeps it in good nick.

Without going on about layout details, I would like to mention supply problems that I faced. The first was my quest for code 125 flat-bottomed NS rail. I tried all States of Australia. Even Walther's gave up stocking it when I ordered. So I used the second-hand Code 100; it looks better anway, though somewhat harder to lay.

Next was the search for good track gauges. Again, impossible to buy. This is an incredible shortage.

Then the search for appropriate loco kits. I wanted small steam locos of the 1890-1920 period. All the ads featured brass "Big Boys', 2-10-4's and the like. Nothing resembling branch line power found on the bush timber lines. This is still the case. Unless you can operate a 200 ton monster on your 60lb rail, you build it yourself. I still wish for a VR 'E' class tank, a 'D4' or a 'D3' in brass. They would look right, and they would fit on the turntable.

I tried to buy 'O' gauge sprung passenger and freight bogies. I ended up getting most of them from Walther's, at a stiff price. No Australian stocks.

Two Sevenscale 'Pugs' carry the traffic at present. These little 0-4-0 saddle tanks come in beautifully detailed kits. Converted to wood-burners with the fitting of spark arrestor funnels, etc and with their 40-1 gearing, they do a tremendous job on the 1 in 35 grade. They will be in need of re-boilering soon unless I can get additional locos to relieve them. I ordered a 2-6-0 from Walther's but find that it is "back ordered". An ominous phase.

Another trade shortage is electronic controllers that can handle 3 or 4 amps at 12v DC. I had to build my own to a US circuit, but I'm glad I did. It makes trains run like they should, however ham-fisted the drivers are.

Finally, one shortage currently bugging me is 'O' scale corrugated iron. Most bush structures are clad in this material, so surely someone can come up with a set of stocks and dies to press it in, say, aluminium sheet or tinplate? We don't want a timber mill that looks like a Bavarian Chalet, or a pub that resembles the Hotel d'ville. Nor, for that matter, would we surround them with stands of oak and pine trees, so foreign that they couldn't even talk Okker! Where are the gum trees?

These are some of the shortages of 'O' scale equipment that impeded progress on the Ada River Railway. Some can be overcome with a lot of ingenuity work. Others cannot, as far as my capabilities are concerned. So thanks to Chris Thors-Smith for raising the matter, and let's hope other 'O' gaugers come forward to let the trade know that the 'O' gauge revival is going on right now, including the great outdoors regions, in all States.

Jack Coade,
Mont Albert 3127.

Sir,

After reading your February '82 magazine, I finally thought it about time I contribute to the Railway Modellers of Australia.

In regards to the article on modification to 8300 class brakes, To the best of my knowledge brakevan 8370 captioned "to work between Pt Pirie and Parkes only" should finish "and Sydney only." Further to this, if any modeller wishes to get his own shots of this version, complete with large SAR logo, one still remains in traffic.

As to the comments on the HGX kit, I have found within my job that this is quite possible to occur (although the model shouldn't be that bad), as they would be one of the most battered and out of shaped vehicles on the NSW system. This is mainly due to the bulk loads of steel loaded for interstate and the weakness of the side and door panels.

It is pleasing to see such varied requests in the Readers Survey Reports. Hope the ideas can get

some people motivated to appease these 'wants'.

Overall, congratulations on producing an ever improving, informative up to date magazine.

D. Aitkins,
Peterborough 5422.

Sir,

Help, I'm drowning! I am quickly being bogged down by an abundance of Australian outline rolling stock kits. I have kits on shelves, kits in cupboards, kits on chairs — even kits hanging on 6" nails under the layout!

And as for the layout, well that's a thing of the past. I don't get time to work on it any more, simply because my time is spent on assembling kits. Come to think of it it's probably a good thing anyway, because when I've got all those kits together the layout will be too small for them!

Don't get me wrong. I'm not complaining about the quality of the kits — just the speed in which they are being released. (I'm dreading going on holidays for fear of getting even further behind.) Yet I can't afford not to buy them in case they go off the market.

So please Mr Manufacturer, slow down so that I can catch up — unless of course you change to ready-to-run items!!

Allan James,
Rosebery 2018.

Sir,

In response to Mr. D. Branstone's letter in February 1982 AMRM I wish to point out that there are Video Cassettes depicting American and United Kingdom rail scene. Advertisements for these can be found in various rail enthusiast publications from these countries. To date I have not seen any advertisements for Australian rail scenes on Video Cassettes.

It would be appropriate to point out that the American Video Cassettes are suitable for their NTSC system and as such are not compatible with Australia's PAL system. U.K. uses the PAL system also.

National have released onto the Australian market a Video Cassette machine which is a multi-standard unit. This machine accepts PAL, SECAM and NTSC tapes for replay on Australian TV sets. Other manufacturers may have similar machines on the Australian market.

J. Costigan
Dapto. 2530

Sir,

As Mr 'Average Buyer' I feel compelled to make some comment about John Eassie's letter in issue 112.

I can only sum up such a letter in one word 'GARBAGE'. It appears that the principals of TRAX have adopted an attitude of 'near enough is good enough'.

Ten years ago this may have been so but with today's modeller this attitude is not good enough if a manufacturer wishes to stay in business.

I am only a newcomer to the hobby (6 years) but I still feel a model with all the underbody detail will sell, even at an extra $2, because these kits are the ones demanded by us modellers.

If a modeller puchases a kit at a hobby shop I feel he has no desire to spend an extra 4 hours scatch building underbody detail.

This is an area where Rails North, ABL and Stephen Johnson excell because they provide such detail in their kits.

Now I have got that off my chest a memo to Stephen Johnson and others producing kits of any type; when researching an item to produce in model form PLEASE take a bit of extra time and provide a list of numbers (not one, but several), as not everyone is in a position to be able to wander through freight yards collecting numbers. (An illgeal act without permission. Ed.)

Also Mr Editor, keep up the good work with such a fine magazine.

Patrick J. Cox
Yagoona

Sir,

We take this opportunity to reply to the problems expressed by Andrew Jackson (Mail Bag — Feb '82 AMRM).

Mail Order businesses of any kind have to build a reputable service if they are to exist. However most firms assume they have an efficient service — whether or not they do is only judged by their clientele. Unfortunately false advertising is a downfall for any business to succumb.

Our firm advertises only items in stock at the time the magazine goes to print, and have done so for the past 7 years. Orders and replies to correspondence are usually despatched within the week of receipt. However other principals delay the efficiency of this operation. Stock purchasing from wholesalers, transportation and postal strikes may add together to form unfortunate delays.

We do not consider that blame for this problem can be levied at the magazine; however if they receive continued complaint from readers about firms' conduct then perhaps the Editor should contact its principals concerning their responsibilities to readers and the standing of the magazine. One must remember the Editor must work within the Trade Practices Act.

We too are annoyed at misleading Mail Order firms, it creates doubt and illusions about our integrity, so the solution to Mr Jackson's problem is simple — support those that offer good service and make sure you tell your friends.

Should any readers have complaints about our service, we would like to hear from them in order that we may rectify the problem.

Bill Webb
Figtree 2525

Sir,

I would like to have my 2c worth on a subject which has probably been discussed in the past, but I feel it is worthy of mention again.

The topic of discussion is, what happens to my model trains after I pass away. At this time I know of no organisation which will dispose of my cherished models after my demise and there's no doubt that such an organisation would be an invaluable service.

There must be a lot of people who would be relieved to any know their models are well cared for and respected rather than have them abused and mistreated by a non-caring relative or friend.

Anyway, I've had my say, I'll sit back and see if my letter attracts any comment from other readers.

Patrick Ling
Lethbridge Park. 2770

The Southern Cross Model Railway Association (P.O. Box 317, Epping, 2121), as part of their service to the hobby, will dispose of model railway equipment (by sale and auction) from deceased estates. The one probable that exists is that many estate-executors endeavour to quickly complete disposal of goods, which does not always see the estate receive the best deal nor the goods go to an appreciative purchaser. Editor.

Sir,

From my occasional reading of your magazine, I have become very interested in the whole subject of model railways and would like to make a start on building up a layout.

However, I know absolutely nothing of some of the first principles, such as track gauges, curvature to suit the gauge, whether, whether NSW stock require a particular gauge, etc. and so on.

I would be most appreciative of your advice as to where this sort of very elementary information may be obtained, by handbook or whatever you may suggest. None of my school friends are railway modellers and access to a club from this address would prove difficult.

John Collins,
Megalong Valley 2785.

There are numerous books on the market (some to be listed below) that describe in detail the basics of model railroading, gauges, scales, track, baseboard, scenery, loco and rolling stock building.

Unfortunately there is no such publication that details NSWGR modelling, except for the Australian MODEL RAILWAY Magazine. (Editor).

Kalmbach handbooks:—
All About Signals.
HO Primer.
N Scale Primer.
Track Planning for Realistic Operation.
Scenery for Model Railways.
How to Wire Your Model Railroad.
ABC's of Model Railroading.
Creative Layout Design.

These books and many more are available from your local hobby shop or from Australian Model Craft, Albury by Mail Order.

Sir,

You asked for comments from readers about the new range of plastic kits coming on the market. I have recently purchased kits by AR, Stephen Johnson, Trax and ABL and was very pleased. I then went back through my storage box and found an LHO kit from years ago which I assembled — oh boy!

When I think back to the time I put into a Protype 'CUB' set, all I can say is ... 'well done' to all the current crop of manufacturers! I believe underbody detail should be included with kits though: some do and some don't.

I would also like to comment on the brass engine market. I think a bit of competition is doing it a power of good, firstly with the range of models now becoming available (with prices available before delivery), and announced plans by importers to give the purchaser a chance to aim for particular models.

Samhongsa models have also raised the standard of detail and running, and this is to be applauded. With these aspects, and the Lima twelve wheeler coaches, I think the whole scene is looking pretty good.

I have no doubt that a fair bit of the information required for an importer to plan his models has come from the AMRM staff and the magazine's ability to reach Australian modellers has generated market interest.

Keep up the good work.

Roger Kershaw,
Kaleen 2617.

Sir,

May I take this opportunity to thank both you and the local manufacturers for the many hours of enjoyment you have given me since I entered this hobby.

In past months I have been building up kits and overcoming some of the problems encounted with help from you and associates, to a point where I had gained sufficient confidence to tackle some of the more complicated kits. I have been very pleased with my efforts and in my own mind I have been able to shrug of the 'beginner' tag that seems to belittle a modeller.

It does seem, however, that I was having myself on, and I was shattered to learn from Mr John Eassie's letter (Mailbag Feb '82) that the Trax line of kits were designed for the 'average' modeller. You see, I thought by my efforts and results I had become an average modeller, but as I am unable to put some of the Trax kits together to any satisfactory result, by Mr Eassies words I must still be a beginner!

I had believed that maybe poorly designed or inadequate documentation on the assembly instructions had been the reason for my inability to assemble them squarely and without gaps or joins.

I had thought the problem was the kits, but now I find out it is me. Please how can I overcome this problem?

Andrew James,
Parramatta. NSW.

Sir,

Thank you for a very good magazine.

Two points on local kits:—

i. Instructions could be more detailed;
ii. On bogie stock, corner joints or butts could be more pronounced (thicker) to aid truing of model.

M. O'Hanlon,
Springwood 2777.

Sir,

I would like to convey to you my pleasure and appreciation for including articles about the Tasmanian rail system that have been included in your magazine over recent months.

I would also like to ask if it is possible to obtain details of locomotives and/or rolling stock of the various past, present and deceased rail systems of the Isle-to-the-South. Where is this information available and what literature is available? I realise that this is an enormous request but ... HELLLP.

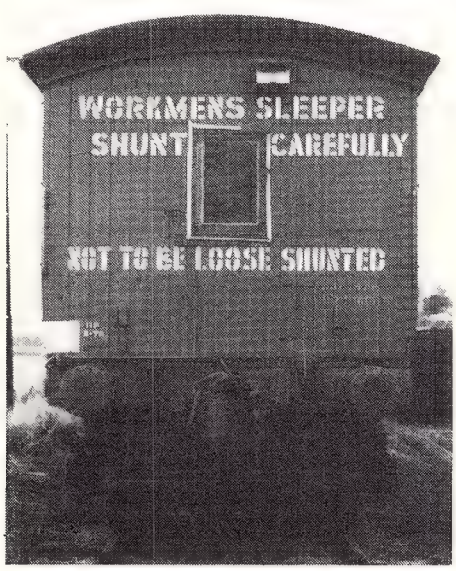
Geoff Dane,
Melba 2615.

Information on Tasmanian railway systems is very hard to find these days. Hopefully, a reader can write and advise of detail Geoff is seeking. (Editor).

DID YOU KNOW?

That practically the only way to clean your needle files is to get a piece of flat brass bar, about ¼"-⅜" wide by ⅛" thick and 3" long, file a long chisellike bevel on one end to a sharp edge and then push this across the file in line with the teeth, like a scraper. The sharp end will get little grooves cut in it, by the file teeth, and these actually push out the clogging particles. You have to keep sharpening the chisel end, of course, but, at present-day prices, it's a lot cheaper than new files — and clean files cut better!

Gordon Duncan



No.1 end of 125WW, showing the standard VR stencilling for the ends of workmen's vans. Photographed at Warrnambool in August 1976 by Peter Vincent.

General view of 125WW, snapped at Woodend in 1955. The bogies are of a type widely used on VR passenger stock late last century. Photo Peter Vincent.

VR WORKMENS SLEEPER

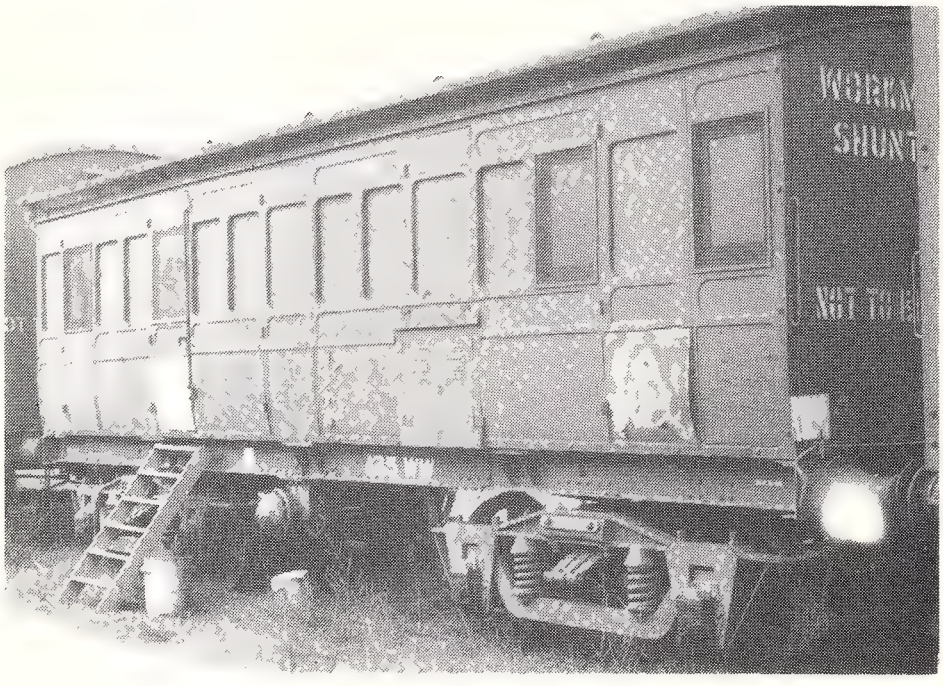
125WW

Railway systems are renowned for making good use of all equipment, regardless of condition. To this end rail vehicles at the end of useful revenue service are either sold as scrap, cannibalised to maintain other similar vehicles or turned into service vehicles. A.M.R.M. staff draughtsman, Roger Johnson, some years ago noted dimensions of 125WW, once a six wheel passenger coach, now in service as a workman's sleeping van. Many modifications have taken place and these are noted on the diagram. Observant readers will note the differences between the photographs and the diagram, explained by the briefness of Roger's original notes. 125WW was a five compartment car, probably thirty feet long over headstock and eight and a half feet wide.

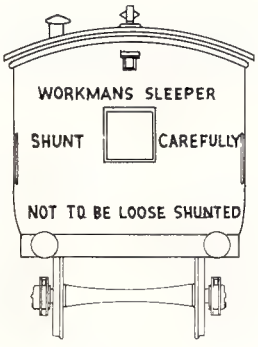
The vehicle is V.R. passenger car red and similar work vehicles can be found on sidings around Victoria.

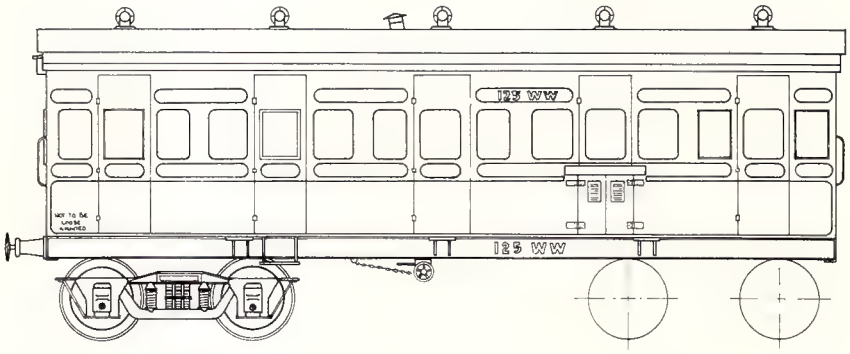
Bob Gallagher.

A four wheeled workmens' sleeper was the subject of a construction article in the Sep/Oct 79 issue.



125WW at Pakenham, March 1975, photographed by M.J. O'Connor. Note the steps and buckets that suggest that 125WW is being used for living quarters.



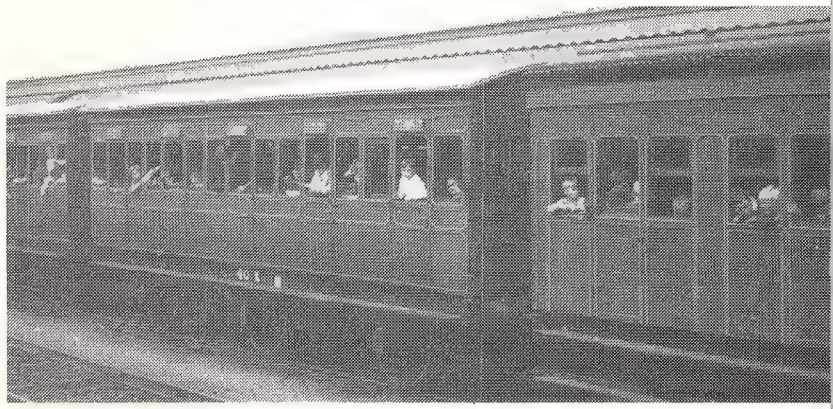


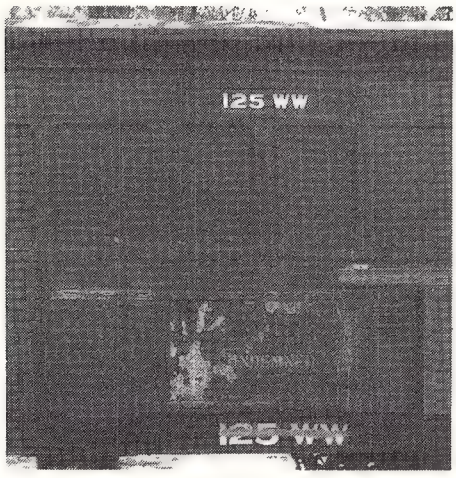
125WW Diagram by Roger Johnson.

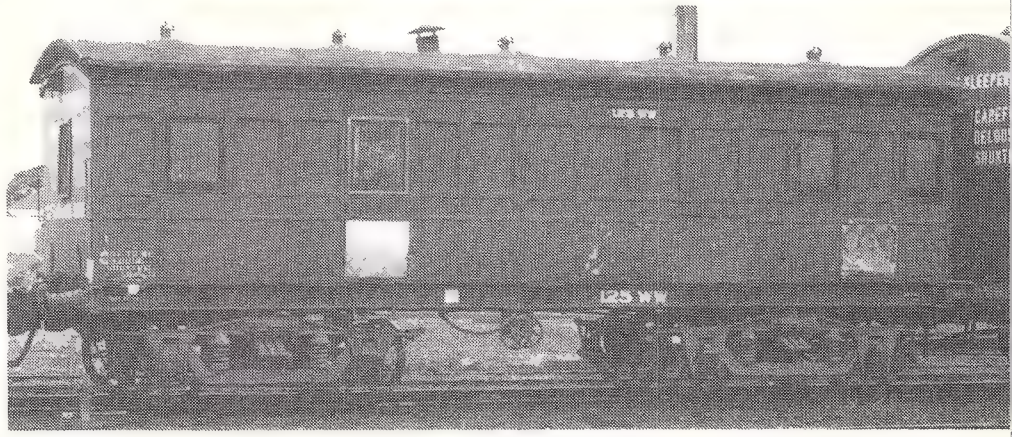
125WW

Right: *Preserved 40X, believed to be a similar vehicle to 125WW, built by Brown and Marshall in the U.K. The cars were in service in 1883. Photo by M.J. O'Connor*

Below: *Close-up of panels. The small double doors at the lower right give access to the LP bottle gas bottles which supplanted the use of wood for the stove. (Note chimney stack on general view). This photo was taken in Bendigo, February 1978 by Peter Vincent.*







AMRM NEWS

Continued from page 19.

1982 in the AMRA Rockdale clubrooms (Chapel Lane). Starting at 9.50 am, the day will include five clinics on relevant subjects, as well as slow running contests and other items of interest. Some endeavour is being made to arrange for layout visitation on the Sunday (2.5.82), especially for the intra-state visitors who may venture to Sydney for the day. Interested parties can contact Peter Betts at 40 Merrilee Crescent, Frenchs Forest or by phone (02) 451-9744

AMRM applauds the endeavours for mini conventions for it is one way that the many talents required in this exacting hobby can be passed from one to another, in a very personal involved way.

Ready to Run Rolling Stock

It is now only a matter of time before an Australian manufacturer builds a ready to run model especially for the Australian (Prototype) market, in fact one organisation has already announced their intention to enter this market in the very near future.

However before we get into this field in any depth it is ESSENTIAL that a standard be developed so that all brands can run and couple together without a change of couplers. This is primarily aimed at the market that uses commercial (not Kadee) couplers. We must learn from the mistakes made overseas.

While both major associations in Australia promote a set of standards that specify the National Model Railroad Association (USA) horn-hook coupler, we are suggesting that practicality be the order of the day.

The LIMA organisation has in recent years become the major supplier of ready to run equipment for Australian prototype modellers, and the Kadee coupler users have been able to suitably modify the Lima gear to carry and operate with Kadee couplers. For this reason we suggest that all manufacturers entering the ready to run market use either the LIMA style of coupler (if the Lima organisation will supply the components separately) or if local manufacturers produce their own coupler at least make it couple with Lima.

Before a furore develops from Kadee users we ask all such modellers to bear in mind that generally the Kadee couplers are only used by the serious modelling fraternity, and for this hobby to advance to an effective commercial force we must also encompass the proprietary modeller who seems to standardise on proprietary couplers.

Lack of Supply. WHY?

One of the features of the Samhongsa built streamlined C38 (imported by Mansfield Hobbies) is the superb detail castings that were specially prepared for it. In past years modellers have had to accept detail components (already on the market for USA models) that did not, in many cases, come close to being a representation of the components on the prototype.

The C38 has proven to be the most popular loco model in Australia (there now being numerous brass and plastic models in use in the country) and it would have seemed an ideal opportunity for the manufacturer and importer to take advantage of the new 'accurate' detail components and have made them available on the spare parts market, allowing modellers to superdetail not only the Lima C38 but also the Dockyard models.

Tender bogies, injectors, cab face plate, compressor and stand, reversing gear, trailing truck and valve gear are just some of the components that could have been for 'super detailing'.

There does, however, for some unexplainable reason, seem to be little chance of these components becoming available unless there is a change of policy by the manufacturer. It would appear that a demand for the components is not sufficient reason to make them available.

Why?

Exhibition Pass Outs

It would appear that there will be no official response to the subject of 'exhibition pass outs' raised by Terry Sargent in the December 1981 issue of Mailbag, although some mention of the subject was made in SMOKE SIGNALS (December 1981) the newsletter of the NSW Branch of the Australian Model Railway Association.

Briefly the comment indicated the policy of no pass outs and the reason for same . . . i.e. 'individuals tend to give the pass out to someone else so they can get free admission'.

Knowing how many try to save a 'buck or two' no one could refute this claim, and one must sympathise with exhibition organisers in their endeavour to overcome this problem.

One such 'pass out' method has been suggested to AMRM however, and although a bit crude, it could be effective. The method is to use a set of stamps and an ink pad, and someone requiring pass out simply has their hand stamped with the form (star, circle, etc.) for the day. Readmission would be rather simple: transfer of pass out rather difficult.

Your Best Friend

In the model railway hobby it is always important to keep in touch not only with new ideas and new materials but also to obtain them, and in this way we must always look to our local hobby shop dealer

An occurrence in late 1981 is an instance where a hobby shop dealer catered for a need, without being asked. The instance bears repeating:—

The situation occurred when modellers in his shop were discussing the theory and merits of an article in Railroad Model Craftsman (June, 1981) which covered the usage of an oil to eliminate track cleaning. The oil was applied to the rails by placing drops of Wahl hair clipper oil in specific positions on the rails and spreading it over the complete layout with the train's movement.

To try out this time saving method a modeller was quick enough to purchase a tin from a local barber, and those of us not able to purchase the oil had to borrow a sample of what turned out to be a very successful method of maintaining clean track.

It was thus rather surprising to visit the hobby shop a few weeks later to find a rather large stock (that diminished very quickly) of Wahl Hair Clipper Oil on the counter, and it was cheaper than the cans that could be found at barber shops.

The hobby shop dealer catered for a need without being asked, and that is something we can never expect from a discount house, a mail order firm, or for that reason a major retailer.

Track Cleaning Oil

The use of Wahl Hair Clipper Oil as a preventative to track cleaning has its merits. It has been in use in the USA for some years, with very good results. The method of application takes but a few seconds and can be done every few weeks or so, just prior to an operating session. The trains will spread 'the good oil' over the rail head.

There is an occasional release of black 'gunk' or 'crud' from a dirty wheel and this will spread around the rail head unless the rail is wiped occasionally with a dry rag. This 'crud' release, however, diminishes after all rolling stock wheels become cleaner.

The use of oil does not appear to reduce traction at all and it is effective on both steel and nickel silver rail. After using the oil for a while there seems no need at all to use a track rubber (sorry Peco), although one can imagine that a need will eventually arise for, say, an annual (abrasive rubber) cleaning of the track.

The result of using the Wahl Hair Clipper Oil as a track cleaner is amazing. We have yet to hear of a bad response to the oil. On one particular layout, which normally requires cleaning with a track rubber every second day (industrial area close to the sea) to provide good running, the oil has been used for over four months and the track has not required cleaning by hand, and the running quality could only be described as excellent

Continued on page 44.

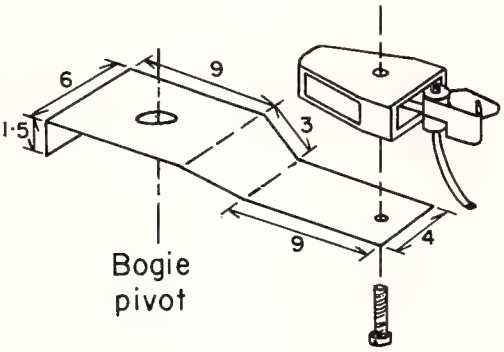
KADEE COUPLERS FOR THE WEICO COACHES

Tony Scott describes how to add Kadee couplers to the N scale Weico coach kits.

With a considerable amount of patience the Weico AS/BS coach kit can be assembled into quite a pleasing model, but fitting of the couplers can put the modeller in a dilemma — should they be body or bogie mounted?

It is obvious from the shape of thd bottom of the coach ends and vestibules that the couplers are meant to be attached to the underframe of the vehicle. Such an arrangement would be satisfactory if all the curves on your layout are large ones, but most track plans, even if they contain prototype curves in the focal viewing area, still have sharp curves behind the scenery or at the edges of the viewed area. For these layouts body mounted couplers on a car of this length would be unsuitable, not to say disastrous.

I therefore decided that bogie mounted couplers were a necessity, and a little meditation produced the following solution to the problem.



Basically a strip of brass is glued to the top of the bogie cross member, bent into the correct shape, and a coupler glued to the other end. I used about 25mm of 0.016" (0.41mm) brass strip but I think something a little thinner would still be OK. File it down to about 6mm wide at the bogie end and 4mm at the coupler end and bend a right angle about 1.5mm along from the thick end (see sketch).

Place the strip over the top of the bogie with the angle tight against it, turn upside down and trace the position of the pivot hole on the brass. Drill a hole to clear the king pin. Next make another two bends as shown; they do not have to be precisely located, but they should lower the coupler end by about 1.5mm. The strip should just clear the outer axle of the bogie, but to be sure, file the raised lettering off the axle first.

Now with the coach upside down, position the brass strip with the kingpin hole exactly over the corresponding hole in the underframe and place a coupler on the end of the strip in the position it will occupy after assembly. This will vary from coach to coach as the carriage ends differ in thickness, so each must be measured individually. Remember to place the couplers far enough out so that the vestibules on adjacent coaches will not foul on sharp curves. When satisfied, mark the position of the coupler fixing screw hole in the brass, and drill a clearance hole for the Kadee screw. Cut the brass strip off about 1mm short of the face of the coupler.

Dry assemble on a bogie and check against a coupler height gauge. Adjust the height of the brass strip at the bends if necessary, then Araldite the brass to the bogie. When dry Araldite the coupler to the brass and at the same time push a screw (which has had about 1mm nipped off its threaded end) through the brass from underneath and glue it into the hole in the coupler.

This is purely for reinforcement, and if you find later that the coupler is not in the correct position, it can be reglued without the screw.

Finally you may need to file a little off the bogie bolster on the underframe to accommodate the extra thickness of the brass strip on the bogie pivot plate.

AMRM NEWS

Continued from page 43.

Unfortunately the Wahl Hair Clipper Oil is still hard to get unless you pass by (or write to) St. George Hobbies, where cans of the oil are on sale for $2.25 per can. (Add postage 55 cents.)

Mail Order

In recent weeks a few complaints have been received at AMRM relating to service (or rather lack of it) by some mail order firms. Although we do not aim to discuss the individual cases yet, the service by mail order is an interesting one.

There is little doubt that there is a great need for mail order houses. The merits need not be singled out here but when problems do occur, and they do occasionally, there is a need to overcome and eliminate the problem. From the letters received, and the follow up that occurred, we can make a few suggestions:—

i. Always maintain a complete carbon copy of your order, including cheque butt number, date of postage, etc.

ii. If you require immediate acknowledgement of receival of your order include a SSAE and indicate that acknowledgement is required

iii. Ensure that your name and address is clearly printed so that there can be no error in deciphering handwriting. If writing further letters re the same order ensure that you use the exact same name (and title) and the same address as the original order. (It is surprising how many individuals use home and work addresses for separate package and letter receival).

iv. Ensure that the sheet of paper your order is written on does not include any questions that could side track the paper work. By all means seek answers but on a separate piece of paper, always including name and address on order and question paper.

v. Before making any move re slow delivery check that you have allowed sufficient time for postal delivery. It does often take five working days, at least for a letter to travel across Australia. Also bear in mind postal strikes, they not only delay orders and goods but also letters of complaint.

vi. If you feel a supplier is still taking too long to process the order, phone him and seek answers before writing to Consumer Affairs or AMRM for assistance.

For the Mail Order supplier, you must always remember that one dissatisfied customer can spread the word that your Organisation is unreliable. Even if only one modeller believes the story, and resists taking his chance with you, that customer is lost. To this end, and from the complaints received recently, may we suggest:—

i. Make clear what your policy is (by way of advertising or leaflets), specifying whether you return goods immediately, or a week or so, or whatever.

ii. When making estimations on product availability, be realistic in your dates. NEVER indicate that an item will be on hand the day you expect to receive it, for there is always a delay somewhere.

iii. If you inadvertently run out of stock, let your customer know immediately, specifying the date you estimate new stocks (again making some allowance for bad delivery) and give the customer the option to cancel order, if so desired.

iv. If you sell products that are very slow in delivery, or the continual process of production is slow, try to develop a system whereby a small deposit is paid to reserve a model/kit along with an SSAE. You (the mail order supplier) sends the envelope on its way when the model is ready, requesting the remainder of the payment within a specified time schedule.

v. Strive to make available a phone number where enquiries can be directed to.

vi. When a customer complaint/problem is raised, develop a system whereby it can be handled immediately. If the complainant seems to be complaining about an order you do not appear to have, answer IMMEDIATELY for there is a very good chance that his order has gone astray in the post. Until you have advised him so he can do little to make a claim to Australia Post or cancel his cheque.

Mail order suppliers must put themselves in the shoes of their prospective customers. But if a mail order supplier considers it fair game to make a customer wait over four weeks without any reply to the order (thinking everything is OK) maybe he should do the hobby a favour and close the business, for all he is doing is giving the hobby a bad name.

We acknowledge that problems can and do occur, especially when dealing with any postal system, and while the fault may not be the suppliers' fault, only he can guide the customer as to when and where the goods were sent.

Many individuals are very quick to blame Australia Post for any problems, but realistically this is not always the problem. Sure, there are the occasional problems that can be remedied by customer and supplier alike, once an effective communication has occurred, and this is up to both parties.

Complaints

Readers in many instances write to AMRM complaining of poor or non-delivery of items advertised in AMRM, hoping that we can wave the magic wand and immediately overcome any problem. While we do not want to deter readers in this matter we do ask that some reasonable attempt on their part be made to overcome the problem, if necessary using a Certified letter to the supplier, which has to be signed for and is recorded by Australia Post.

AMRM can help in many instances, but this usually takes time that we do not always have to spare. So if possible we would prefer to be contacted as a last resort.

Till now AMRM did not have a specific policy for dishonest advertising, or supply . . . this unsavoury practice not having raised its head in Australia. However if the occasion arises there is strict legislation re advertisers, and AMRM would refuse to accept advertising on any organisation felt or proven dubious.

Overseas Mail Order

Recently in the USA a number of mail order houses have stopped, or have been stopped from advertising in the model press. The communication we have received on this matter suggests that individuals may be taking some risk if trying to conduct business with those respective organisations.

Courtesy or Obligation?

The area where the most complaints are made (at least to AMRM) against mail order is where a special brass loco or a hard to get kit is being produced. The nature of both items is in an area where unexplained and unexpected delays can and often do occur. Modellers appear very keen to support these projects, often trusting the organisation implicitly by placing an order and deposit (sometimes the full value being over $100.00) without having seen any evidence of the model.

It is understandable that someone who sends his money would get a little worried when he has not received any acknowledgement that his cheque has arrived, or been lost in the post. By the time a few letters change hands, any evidence of a letter theft that may have occurred would have long vanished.

On projects that require a deposit (and it seems inconceivable that a modern day businessman should need to seek high deposits, if any at all), a receipt should be sent upon receival of money.

Where the project is a model that has incurred production delays, is it not the manufacturer's obligation to advise his customer, who has paid in full for his model, of the delay and the expected delivery date.

Mail order suppliers should, out of courtesy, give his customer adequate service . . . it should not be an obligation.

Competition?

As each issue passes we become aware of more individuals and companies entering the Australian prototype model railway market and we can only applaud this as an advancement of the hobby. With the added involvement of many, the possibility of unintentional duplication of a model becomes more real. AMRM has stressed the problems that could be caused by this event more than once, and we retain a constant vigilance in an endeavour to prevent such an occurrence, naturally with the full co-operation of the manufacturers.

The essence of any good market is healthy competition, and this competition for the available dollar is becoming very real, especially now that there are a number of brass loco importers. With the range of models becoming available modellers will have the opportunity of selecting the best model for their hard earned dollar.

It has, however, come to our notice that there is a 'verbal war' developing in some areas that seems to be aimed at guiding modellers away from competitor's models. While it is acknowledged that this seems to be the way big business works, we are suggesting that this rather 'unsavoury' method of competition be dropped and let the competition (as fierce as possible) be retained to the quality and price of the models.

We suggest to modellers not to take sides in any battle, but simply to support those organisations which best supply your needs. Any problems present can sort themselves out to the benefit of all involved, and to the hobby on a whole.

New Tourist Railway

The opening of DREAMWORLD on the Queensland Gold Coast has brought to the fore another steam powered railway to remind us all of the past. The motive power on the system is a narow gauge (2'6"?) Baldwin which was built in Philadelphia, USA at the turn of the century, and after a stint of hauling munition (France, World War I) was shipped to Australia where it worked in the Queensland cane fields for years.

The loco found its way to a Goulburn (NSW) museum and then back to sunny Queensland where it was rebuilt around its boiler. A new cab and a new tender along with three carriages was built at the Dreamworld workshops. The train was painted and lined to give it a distinctive Western (USA) flavour and currently can haul 150 passengers through the Dreamworld landscaped gardens and the nearby Australian bush, illustrating to its passengers the thrill of steam and the adventure of being held up by Australian 'outlaws'.

Stolen Equipment

Recently an act of theft removed an extensive number of brass models from a layout. The occurence was unusual in that all items were taken off the track and as such, if they are to be resold they will be unboxed. We ask the assistance of all readers in finding these models and if possible apprehending the thief, by contacting either this magazine or the Liverpool (NSW) police.

Stolen included:— Dockyard C38, green 3807; Dockyard C38 unpainted. Bergs C36 part painted. Bergs C32 painted blue; Bergs D57, black; black Prototype Z19; Bergs PHG; Bergs FO matchboard coaches (in boxes) part painted; Model Power E9 as 4202; various Workshop 5 and Trax kits as well as numerous Tenshodo and La Belle coaches and numerous Tenshodo locos including 0-8-0 C1, black; 2-8-0 F8, black; 4-8-4 S1, black; GP20, orange/green; F9 orange/green A&B; FT blue/gold A&B; 4-6-4 NYC Hudson, black; 4-6-2 SP green boiler, silver s/box/no tender and Akane Ma & Pa 2-8-0.

Vale Al C. Kalmbach.

We regret to advise of the death of Al Kalmbach (the founder and publisher of Model Railroader) in October, 1981 at Milwaukee, USA. While Al may not be directly known to modellers in Australia there is little doubt that his leadership and influence within the model railway hobby (industry) has been a benefit to modellers of all persuasions.

Product Improvement.

One of the pleasant aspects of this column is the privilege to advise of good news, which in this case refers to some of the diesel bodies manufactured by Main West Models. One of the major problems with the samples produced late in 1981 was that they had a casting fault on one side where the side was too thick in one point which forced the outside face to bow, or in some cases warp. Main West have rectified this problem, in the vein of product improvement and are to be applauded for their efforts.

Your View

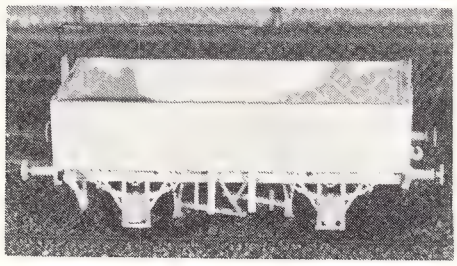
Often at AMRM we hear whispers that readers are reading and discussing various points raised in AMRM, agreeing or disagreeing as the case may be. The discussion point may be the results of a reviewed subject, a letter, editor's comment or even a topic in AMRM NEWS. It is acknowledged that many do not concur with many comments or views expressed in

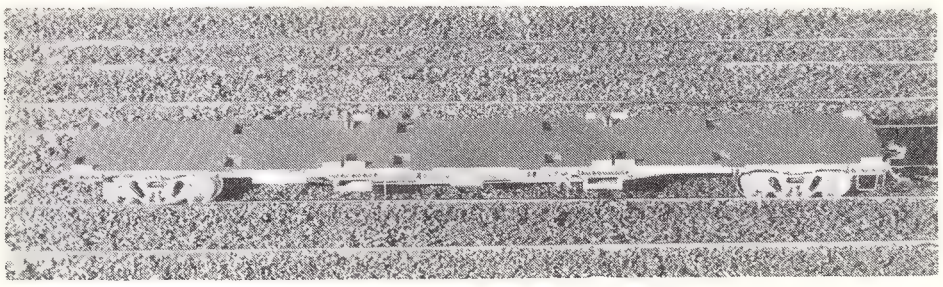
Continued on page 51.

The historic Baldwin locomotive which is the motive power of the tourist railway at Dreamworld.

The photographs above and below are further illustrations of the model of Tumulla signal box (illustrated on page 11), built by Lothar Steinke for his 1:22.5 scale garden railway in West Germany. The photo below illustrates the rear of the box which houses electrical control components. The locomotive is a 2-6-2 tank loco, series 99 manufactured by LGB Model Railways. The prototype for the loco is still operated on the narrow gauge lines of the East German Harz Mountains, hauling mixed and freight trains.

REVIEWS





NSWSRA 'OCY' container wagon by Rails North Models.

G.W.R. open A wagon kit in 4mm scale by Cooper-Craft. Sample supplied by Mail Order Models, 14/29 'Marsden' Great Western Hwy, Parramatta 2150. Price: $3.00

Open wagons are used by the railways world wide, and four wheels open wagons are still very much at home in the United Kingdom. The wagon under review is a 16' five plank open wagon fitted with sheet (tarpaulin) rail.

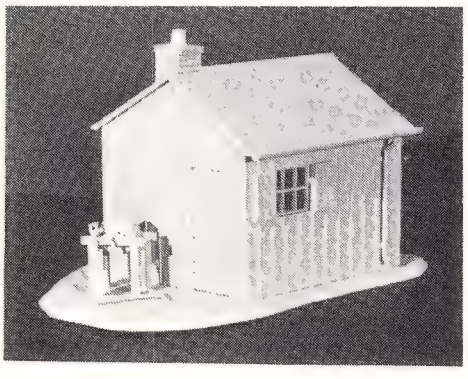
As supplied in a poly bag the kit consists of four injection moulded sprues that contain all the parts to build and detail the wagon, including brake gear and a choice of brake handle and couplers. Also included is a set of plastic wheels, wire for the sheet rail, decals and a set of assembly instructions. The parts are easily removed from the sprue, and the only cleaning up necessary was the removal at the moulding sprue.

The kit assembled in forty minutes by following the assembly instructions and using the recommended MEK solvent. When assembled there were no gaps where parts did not marry and this was made possible by correct joining bevels and accurate locating lugs to assist the positioning of parts.

The detail of the model is first rate, although the rivets seem too large, but this is hidden by the sharpness of other detail. The spring attachment detail has to be seen to be believed. The one real demerit with this model was the wheels which would not turn, primarily due to the brake shoes rubbing on the tyres (yes, real brakes), but this could be remedied by using metal tyred wheels and by increasing the distance between the brake shoe and the tyre.

The real highlight of this model is its very high detail, built in weight, and ease of assembly, so easy in fact that it could be recommended to the raw beginner as a good starter kit.

Bob Gallagher



G.W.R. Platelayers hut kit in 4mm scale by Cooper Craft. Sample supplied by Mail Order Models, 14/29 'Marsden', Great Western Hwy, Parramatta 2150. Price: $3.90

The model represents a plate layers hut which was seen around Britain, more so on the Great Western Railway, and was used by railway work gangs to store tools, etc The huts consisted of sawn down sleepers which had been placed together and the gaps between them covered with a thin cover strip. The roof was of slate and the fireplace built from brick. The usual place for the hut would be along the trackside, in many instances near a community.

The kit comprises a number of quality injection moulded parts. The parts have been bevelled or have locating lugs to enable easy assembly. All parts fitted together without any filing and the only part that needed easing was the roof around the chimney. Using the detailed assembly sheet and MEK adhesive assembly time was just on one hour and the only cleaning-up the parts required was the removal of the moulding sprue

Assembled this small structure measures 11'6" x 9'9" and is 10'6" high at the peak of the roof. The structure is assembled on a small base that has ground formation and vegetation moulded-in. The highlights of this kit is the method of design, whereby the kit just fell together, and the superb detail that has been moulded into the various components. Wood grain, brick coarses, slate separation, downpipe supports, shutter detail, a six pane window moulding, guttering, door hinge detail is just a small sample of the detail Cooper Craft has been able to include in the kit, but the inclusion of a padlock on the door is nearly beyond description. To enhance the exterior, components to build a grindstone (that turns if you are careful when applying solvent), as well as a pick and a shovel are included.

The hard task with this kit is to do it justice with a reasonable paint job, and a method outlined in a recent USA magazine will be used where the complete, assembled model will be sprayed with Floquil grimy black, and the final colours added with a dry brush method. Alternatively, modellers could paint each section prior to final assembly. Although this is designed for the British market, and it would be out of place as a lineside, railway style hut on an Australian based layout, it would not take much imagination to use it as a yard hut in a large complex or a workmen's hut. It is too good to leave off the layout, and the fact that it is a 4mm scale model should not worry the most fastidious HO scale modeller.

A fine model!

Bob Gallagher

NSWSRA 'OCY' container wagon kit in HO scale by Rails North Models. Sample supplied by Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool, 2170. Price: $13.95

The movement of goods with standard ISO (20' x 8' x 8') containers became very popular in the late 1960s and the railways catered for this freight movement by at first converting many flat wagons for container traffic and then commencing a building programme of 63 ft (19.2 m) flat decked container wagons, which could carry a total of three 20' containers, or one 40_ and 20' container.

These wagons were OCY and OCX. The OCY wagons, which are limited to standard gauge usage only but are fitted with the high speed 2CM bogies, were built by three manufacturers, Tullocks, Goninan and ComEng. In all 470 units were built and delivered in the mid 1970s. There were still 467 units in service in mid 1980.

The wagons have been painted in all three popular/common liveries, (NSWGR) black/grey, (NSWPTC) blue and (NSWSRA) red. Generally these wagons are used on the express goods trains, and often in block container trains. A rather unusual working however is one that suits railway modelling. The wagon is only fitted with two 20' containers, one each end of the deck, with the end doors of the container facing inward. The containers can then be loaded from a truck, loading bank or dock without removing the containers from the wagon. Usually this working is on a branch line where there is a lack of a container lifting facility.

Because there were three different manufacturers and five different contracts there are external differences between manufactured groups. This kit represents the Goninan style of OCY, within the numbers 34301-34400 and 34951-35050. They were recoded NQOY in the 1980 recoding.

The kit comes in a poly bag with the familiar yellow card top. It contains a one piece epoxy body, container mounting brackets (12), three pieces of assorted size styrene, underbody detailing items, staples for brackets and steps, and wire for brake rodding, etc. The kit also contains a pair of 2CM bogies, less wheels, (reviewed July/August, 1981, AMRM).

The body, being one piece, needs only to have the small amount of flash removed from it, mainly in the eight anchor storage boxes. This is easily achieved with a sharp craft knife. One of the styrene pieces has to be cut into 7 mm x 7 mm squares and glued to the body to form the floors of the anchor storage bins. The other piece of styrene has to be cut to 9 mm x 7 mm sections to form the floors of the four tool boxes. Thin stripping forms the front edge of these boxes. I glued Kadee No. 5 couplers directly to the underside of the vehicle. When assembled I found the bogies to be correct to coupler height, that is I neither had to pack nor remove from the bogie bolster to suit coupler height (luck). All steps, brake rodding, etc. were bent and fitted as per instructions.

So far as the 12 container mounting brackets were concerned I must confess to having lost two at some stage. To maintain uniformity I decided to make 12 new, and slightly larger, brackets using small sections of styrene. Thus the accompanying photo will show the wagon with hybrid brackets.

The three page instruction sheet is, I feel, as concise as can possibly be. A good set of diagrams is included. One problem to watch out for is in the bogie swing. Because of the scale width of the fishbelly underframe the bogies are restricted in their pivot, thus causing derailments on radii of about 2' or less. A few deft strokes with the model knife will quickly correct this.

The vehicle has been strengthened against bowing by cast-in wires but this may not be adequate for on a recent hot day a bow (in the length) became evident

In summarising, I found this to be possibly the best kit yet from Rails North, and undoubtedly the easiest to assemble. It came out nearly spot on in overall dimensions. For the modern image modeller this wagon, in PTC blue or SRA red, looks quite impressive with a load of containers. Another value for money kit.

Allan Brown

Prototype plan and photo index for the Australian Model Railway Magazine, published by the Southern Cross Model Railway Association, PO Box 317, Epping, 2121. Price: 27c stamp plus a stamped self addressed envelope.

This four page index relates only to the plans and photographs published in AMRM. It is published by the SCMRA from where copies must be obtained DO NOT send to AMRM for this index.

The index is broken up into numerous sections that at first is a little misleading, but once understood a quick reference to material is possible without the time consuming task of searching through volume indexes.

The layout lacks any professional application, and there are a few errors where various units are incorrectly listed. Regardless of these comments, which could be considered as nit picking, it is a useful publication (the reviewer having used a copy for a few years without too many errors) and for the cost of a 27¢ stamp and a SSA envelope (a 230mm x 100mm envelope is best) one could not ask for a better bargain.

Bob Gallagher

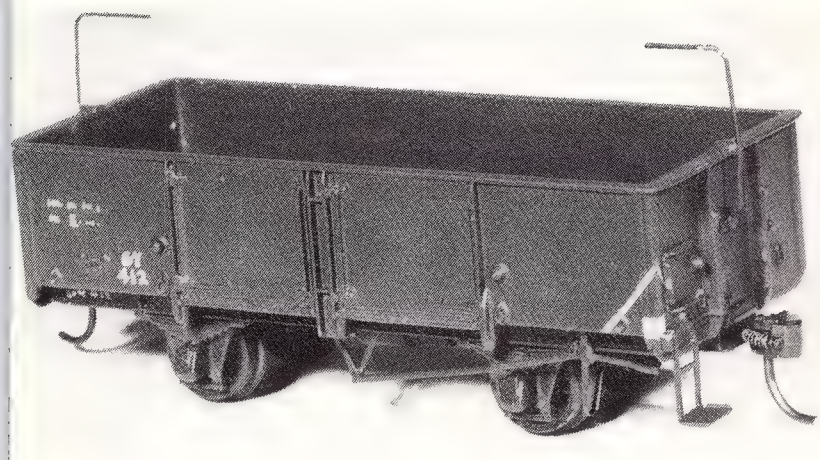
HO Gauge fittings price list by Model Dockyard, 216 Swanston St, Melbourne, 3000, who supplied the copy. Price: $2.50 plus postage

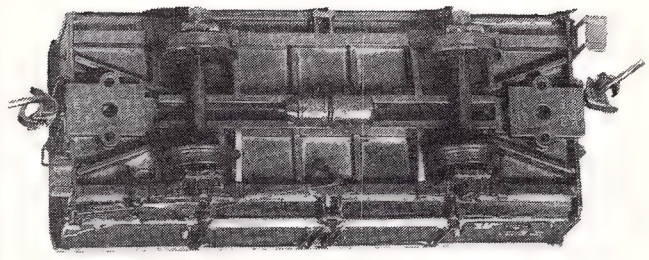
Model Dockyard, as well as being the biggest Hobby store in Melbourne, has also a very large range of modelling components that are available to personal shoppers and mail order customers alike. Often Model Dockyard releases price lists that depict the currently available components (in the Dockyard) and the respective price.

The 1982 HO gauge (scale) listing is one such list of 19 foolscap pages, printed both sides, and lists components from wheels to gears, marker lamps to vacuum brake pipes and includes a large range of 'lost wax castings' that serve to detail models. The range of motors include those from Sagami, Katsumi, K's as well as spares for most motors.

While the list does include numerous types of materials, such as phosphorous bronze and nickel silver wire in five sizes, as well as building (structure materials) including brick paper and Northeastern timber shapes, it does not contain any kits, but it does list the 'KIT lists' and prices generally available from the Dockyard.

A short summary on mail order procedure





These two photographs illustrate the Broad Gauge Models 'GY' open wagon, which has been assembled and detailed with shunters step and yard brake (obtained seperately). The detail on the underbody can be seen in the photo above.

completes the list. This is no Australian version of the Walthers catalogue, for the components are listed only (there being no illustrations), although the list is exacting.

For many years modellers only had the Dockyard to supply their modelling needs, and this time tested supply system is still around today despite stiff competition, and it is a very valuable additive to the local hobby shop.

Bob Gallagher

VR 'GY' open wagon kit in HO scale by Broad Gauge Models, PO Box 136, Boronia 3155, who also supplied the sample. Price: $6.85.

The GY wagon is the most numerous single class of goods vehicle in VR service, and even today the number of GYs and their conversions exceeds 6000. Because of this fact no VR layout would be complete without a string of these distinctive yellow wagons. It is therefore particularly pleasing that Broad Gauge Models have chosen this class of wagon as the subject of their first injection moulded kit, and the first such kit of VR prototype in HO scale.

The kit is packaged in a clear polybag and consists of two sprues which carry all the necessary parts. Each has one floor, one end, one side, one solebar with axleboxes and one brake cylinder. This means that the modeller gets a spare floor casting and brake cylinder with each kit. No doubt these will be put to good use.

The material used is high impact styrene which is best bonded with liquid solvent (M.E.K., Chloroform, Kibri or Testors Styrene Solvent). The kit also includes the correct 10.5 mm wheelsets (from Northyard) and a length of wire to form the two ridge gear stanchions.

The detail on all parts is excellent, and all parts are very crisply moulded and absolutely square. Along with a good deal of underbody gear (not including brake shoes or shunter's steps) which is illustrated in the photograph, detail includes door hinges and clasps, grab irons, ridge gear balance and stops tarp tie down rings, brake cylinder, coupler lift bar, solebar rivet detail and the characteristic (for GY) dimples on both sides and ends.

Although there is no interior detail, the walls are of correct thickness to allow the model to look prototypical if operated without a tarpaulin cover.

Preparation prior to assembly is very simple and involves the usual cutting of parts from the sprues and cleaning up with a small file. The printed instructions are easily followed and all parts fit together perfectly. There are two solebars with axlebox/wheelguard assemblies cast on. They are simply glued to the floor with the wheelsets sandwiched between. Brass or bronze bearings may be used but are unnecessary, since the rolling characteristics of the finished model are very good with the axles running in the cast plastic bearings.

A weight can be added between the centre sills before gluing the brake cylinder in place. This can be fashioned from a strip of lead suitably shaped to fill the cavity. If the model is to receive a tarpaulin cover the weight can of course be glued inside the body. Adding the two sides and ends to the floor assembly as per the instructions is quite straightforward. All length, width and height dimensions of the finished model correspond with those of the prototype.

Shunters steps are not included with the kit, but can be ordered separately from Broad Gauge Models. For tarpaulins the instruction sheet refers the modeller to the relevant issue of AMRM (Jan/Feb 80).

The various colour schemes of the 'GY' wagon are covered in the instruction sheet, plus some lettering and signwriting detail along with a nice black and white photo of a yellow 'GY'. The instructions do however omit to indicate suggested (model) paint schemes. Some often used colours include:— VR red, Floquil Boxcar Red or Zinc Chromite Primer or a mixture of Caboose Red and Tuscan Red in equal parts. (Note that the VR red varies in shades from wagon to wagon. If running a string of 'GY's, do not paint all the same colour.)

VR yellow. Humbrol matt yellow.

Finish the wagon off with decals (from BGB) and weather and finally protect with a coat of clear plastic and top off with a tarpaulin which can be fabricated from an article in January/February 1980 AMRM.

This is a professionally designed kit of excellent quality which can be assembled into an accurate model even by an inexperienced modeller. It deserves to gain wide acceptance not only on its own merits, but also because it provides an excellent starting point for anyone wishing to model the Victorian Railways.

Note: The manufacturers advise that the standard spoked wheelsets can be substituted with disc wheels upon request at the time of purchase.

Peter Eisenhut

Lima GWR Diesel Railcar, in 00 scale. Our samples supplied by the agents, Southern Model Supplies. Price $39.99.

The commencement of diesel railcar services on the Great Western began in 1933 with the purchase of the first of a series of vehicles to become affectionately known as "flying bananas". The fleet was subsequently increased over the years to reach a total of 38 units (the last four — 35/36, 37/38 — being constructed as single drive units and coupled in pairs).

Although originally painted in the chocolate and cream of the Great Western Railway, some of the cars lasted into the postnationalisation 'blood and custard' era and even into the BR green of the early 1960s. The Lima model (No. 22 — or W22 in BR days) depicts that vehicle now preserved by the Great Western Society at Discot.

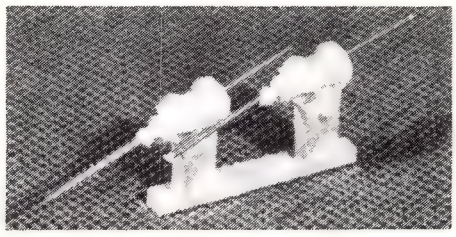
We have for review samples of both the Great Western No. 22 and the British Railway's 'blood and custard' version. A further model has yet to be released in the later BR green. To complement the passenger version Lima is promising an Express Parcels version of No. 34 in all-over maroon.

With our samples the painting, lining and lettering is commendably neat, and well up to the standard now being administered by Lima. The models contain interior detail, with tan coloured seats and cream partitions. Cab units at each end are similarly detailed and coloured.

So far as can be ascertained the model is accurate in all dimensions. It is powered by the new smoother ring-type motor via the four wheel bogie at the guard's end of the vehicle. Pick up is by the other bogie. Two wheels of the power bogie are fitted with neoprene traction tyres. The bogie side frames have ingeniously moulded clip-on drive shafts and final drive assemblies — dummies of course. Access to the inside of the vehicle is, firstly, by unplugging the four buffers from their buffer beams, then removing the two self tapping screws from under the vehicle. Perhaps the modeller might then care to fit a few passengers and driving crew to add that little bit of extra character!

The railcar runs as well as it looks, particularly so at a nice slow speed. It is a good selection on Lima's part and should prove extremely popular with the British outline modeller. Where else can the modeller get a complete passenger train as one vehicle? All in all, it is an appealing model. It is currently drawing good publicity and reviews in the British model magazines.

Allan Brown



NSWR brake cylinders in HO scale by Manfield Hobbies, 100 Pacific Highway, Waitara 2077. Price: $2.50 pack of 12.

The detail items, supplied as white metal castings, are designed for detailing diesel bogie side frames and would be ideal for superdetailing bogies on 42 class, 421 class, 422 class, 43 class, 44 class, 45 class, 442 class, 48 class and 49 class locos.

As supplied, two to a sprue, the 2.7 mm diameter cylinder is 5 mm in length. Attached to each cylinder is a mounting bracket which may need modifying, depending upon the one class of loco the detail is being applied to. Cast into each cylinder is a section of wire to represent the brake cylinder shaft, that has to be trimmed to size as required.

The casting is clean, detail sharp, and as supplied a very useful detail item for the diesel era modeller.

Bob Gallagher.

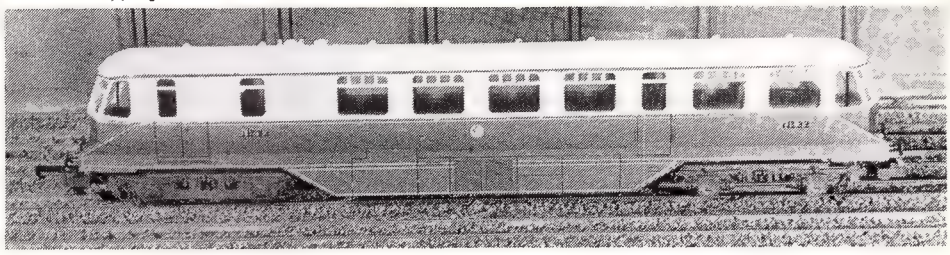
STA Railcars by Railmac Publications, 8 Walditch St, Elizabeth Downs, 5113, who supplied the copy. Price: $1.80

This is the eleventh in a series of booklets compiled by Steve McNicol

They appear to be aimed at the general railfan rather than either the train spotter or modeller. To be fair the low price governs how much info each booklet will contain

In this case a brief description of each type of State Transport Authority vehicle used on the Adelaide suburban rail network is included, plus 19 photos. Missing for the SAR enthusiast is a description of the Blue Bird railcars as they are operated in country service by the Australian National. The old 75 and 55 class Brills are mentioned, having worked some suburban services. However these railcars had all been withdrawn before STA was formed.

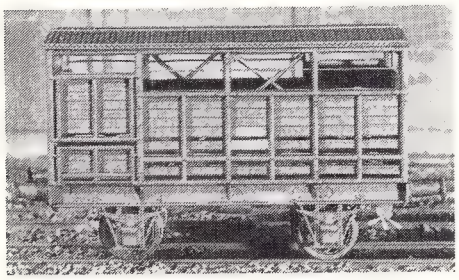
A list of issue dates and general details such as motor type, body length and passenger totals, etc. rounds out each description. A modeller will still need to do a lot of research for himself as lists of variations (smooth or ribbed sides, red or silver doors, bogie



type, etc.) are not included.

In most books and magazines minor errors will be found and this is no exception (Virginia is no longer served by suburban railcars, etc.). However they don't detract from the overall attempt at presenting a budget priced general introduction to the STA railcar fleet.

P. Curnow



NSWGR 'CW' four wheel cattle wagon kit by Camco, P.O. Box 3, Moorebank 2170 who supplied the sample. Price: $6.95.

Cattle wagons have been in service on the railways of New South Wales ever since the mid 1850's and the vehicle under discussion was of the type that was built onto the standard 18' underframe, the latter of which was built by Commonwealth Engineering and other manufacturers in the 1943-1953 period. Generally the timber wagon body was a rebuild of an existing wagon or built (new) onto the underframe by the Railway workshops.

The design of the wagon was such that the inside of the van, that which would come into contact with the animals, was smooth, so all bracing was on the exterior. The floor was battened so that the animals could gain sure footing. The single door was in two halves, the top section hinged on the side while the lower section hinged on the lower edge. The various vehicles in the class had some differences in that the planking was not always the same on all vehicles, the spacing and number of planks varying according to specific needs at various times. Likewise the roof of the wagons varied, some having plain (Malthoid covered) roofs, while others had a double corrugated iron roof which was held in place with three or four timber straps. The wagons were fitted with modern freight buffers until side buffers became a safety hazard.

The wagons were issued various road numbers but one group built after 1949 were issued numbers 27775 — 28024. In 1949 there were 996 four wheel cattle wagons on the register (but those representing this style of wagon is unknown) this number diminishing to 21 in 1980. The wagons were painted railway grey but attained the weather-beaten timber look after a few years of carrying cattle and the occasional elephant.

The 'CW' is the first of a twin set (the other being a GSV) to be released by Camco . . . the complete Australian Model Co. The kit is packaged in an attractive folder, (the components being in a poly bag) which doubled as an advertising brochure/packet/assembly instructions. A black and white photo of a completed model is displayed thereon.

The injection moulded components of this kit are supplied on three black sprues, the components only needing to be removed and cleaned up with a file. Included are wagon sides, ends, roof, floor/underframe, sideframes with yard brake handles affixed to each end, four 'modern freight' buffers, four old style 'bottle shape' buffers, brake cylinder (all styrene), Northyard 10.5 mm spoked wheelsets, brass bearings and a length of brass wire.

The styrene parts are free of flash, although a little was found near an upright and removed with a knife. Detail shape and size on the parts is crisp and true to scale and shape. The rivet detail on the door hinges and metal brackets is just an example of the overall quality.

The moulded boards have realistic timber grain effect and the internal bracing is distinctive and true to size The epithet of the detail on this kit is shown on the yard brakes, where not only is the bracket attached to the underframe but the wheel and ratchet release bar is also included, in very close-to-scale size. Not all detail however is to scale size for the modern freight buffers are approximately 20-30% oversize.

Following the assembly instructions, which are illustrated with diagrams, assembly is very straightforward, taking only half an hour to ready the kit for painting. All components fitted together without any unsightly gaps or join marks, this being aided by the correct placement of mitred joints and good engineering. The detail on this model is so fine that only a liquid styrene solvent should be used for bonding, and then only sparingly.

There is little doubt that this kit could be assembled by any modeller, including a beginner. The underframe is shaped to accept horn hook, Lima or Kadee No 5 couplers which should widen its acceptance to all HO modellers, no matter what their standard or ability. The ovesized buffers do cause a little problem for if Kadee couplers are used the wagon will not couple with another vehicle unless the coupler is attached so that it extrudes from the end sill. The answer is not to use the buffers, but to replace them with the brass buffers (AMRI or St. George Hobbies) presently available on the market. The coupler height is correct for Kadee No 5's.

The attractive assembly instruction sheet makes assembly very clear, although it is a little misleading in two instances. The first, being very minor, is in the prototype data where the wording implies that the wagons were built by Commonwealth Engineering. The other is the removal of one hadbrake wheel (the wording being misleading) from each side sill. The removal of each handbrake wheel assembly must be done so that when assembled, the handbrakes are opposite each other. If care is taken the removed handbrake wheels can be used to detail other four wheel wagons.

Added bonus with the kit is the old style buffers and the decals. The buffers could be used on the CW although coupling problems would occur when using Kadees (and the CW, as fitted with standard metal underframe, did not generally use old style buffers), but the buffers can be put aside for other old time models.

When the wagon is completed (and after at least 1½ ounces of lead has been added to the van) and painted (black, grey/black) it can be decalled with one of the 12 sets of made-up CW decals included in the kit. Each decal is complete with class code (CW) and road number (which is correct). An added bonus is the underframe number, again complete and not requiring hours of positioning. Decals are easily applied and seem to stick well although it would be best held in place with an additional layer of lacquer. The sizing of the decal is correct and they fit where they are supposed to.

As a complete Australian model, this kit only falls down with the lack of brake shoes and the oversized modern freight buffers. These comments withstanding the assembled model is superb, all overall dimensions are correct and the wagon rolls-Oh! so freely the axle boxes being the correct width apart to accept standard wheel sets. It is without doubt the best kit yet produced by the injection moulding process in Australia (model railway wise) and a fine example of what can be achieved when the endeavour and planning is carried out to the full.

Recommended to HO modellers of all tastes. A top model.

Bob Gallagher

NSWSRA 422 class Locomotive body kit, in HO scale by Main West Models. Our sample supplied by Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool, N.S.W. 2170 Price: $38.50.

The 422 class diesel electric locomotive entered service on the New South Wales system in January 1969. It is a 2200 HP unit built by Clyde Engineering under license to GM EMD. The 20 units are numbered 42201 to 42220. These locomotives work on the Illawarra, South and West, and only on very rare occasions are they seen on the North.

They carry the usual NSWGR/PTC/SRA Indian red (relieved with yellow lining) livery. However, some locomotives now have the reverse colours on the box cab front (i.e. the lines that were yellow are now red and vice versa).

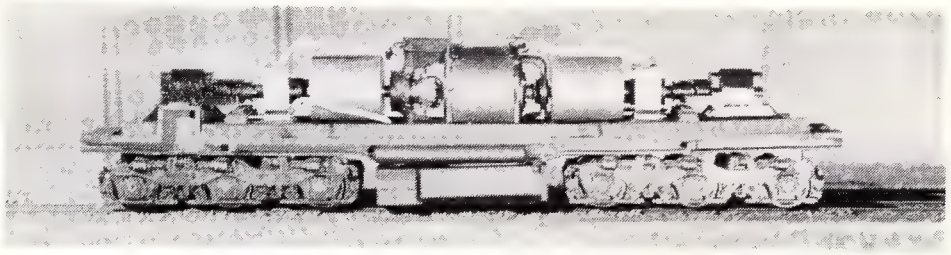
The kit, supplied in a plastic bag with a double sided instruction sheet, comprises a one piece body shell, underframe/chassis, one weighted fuel tank, two skirts (all moulded in grey epoxy), four wood screws and two cast metal buffing plates. From the list of components one might be tempted to think the kit can be put together very quickly. Unfortunately this is not the case.

As a result of the casting process the bottom of the one piece bodyshell is rough and irregular. This was sanded flat by placing a sheet of sandpaper on a level surface and gently rubbing the body over it until a flat even surface is achieved. The shell is cast with holes for all windows and what little flash is present on these is easily removed. The detail included in the master is quite good; however, in this sample, parts of the moulding rubber were present and detail had been lost where the rubber had gone from earlier models from the mould. There was also a moulding mark on the side of each cab under the driver's window. some gentle filing removed most of these casting defects.

The skirts needed quite a bit of filing to fit and a diagram or notes on the instruction sheet would have been helpful here. The suggested Athearn SD9 mechanism, which is available from Casula Hobbies for $32, fitted into the chassis. However, the motor is not correctly located and the bogie universal had to be adjusted closer to the worm at the No 1 end to avoid binding. The chassis casting itself had a curve to the side and sagged in the middle. When the weighted fuel tank is added the kit is still 40g lighter than the Athearn model. The recess for the staff exchanger did not line up between the body and the chassis at the No 2 end.

The recommended mounting method was wood screws between the four corners of the chassis and the pilots. This was dispensed with and four 8 BA nuts were glued to the pilots and 8 BA screws used. The chassis corners had to be filed back to enable easy removal of the chassis from the body. Kadee No 5 couplers were mounted onto the pilots using an 8 BA screw and nut glued to the pilot. The coupler pocket had to be packed down using 40 thou styrene to achieve the correct height. The back of one of the coupler pockets was also shortened to give clearance for chassis removal. The buffing plates were superglued to the pilots. When finally assembled the body is out of balance and does not sit level.

Overall, far more work was required to get the body into a satisfactory condition then expected for the price. It was also annoying and time wasting to have to fit several parts by trial and error when details could have been in the instruction sheet or moulded correctly. The dimensions when assembled come within accepted tolerances and the detail, some of which was lost in the casting process, is good and reasonably fine. The chassis fits together well when adjusted as above and is an excellent performer.



These two photographs illustrate an assembled Main West Models SRA of NSW 422 class diesel, and the assembled mechanism.

Detailing in the form of air horns and hand rails is readily added and transfers are available.

Trevor Moore

BEMO HOm 12 mm gauge track. Submitted for review by ALCE's Hobby Shop. P.O. Box 257, Merrylands. N.S.W.; one 500 mm length of flex track, price $2.35; one pkt of flex track in kit form making up two 500 mm lengths, price $4.20; and one lefthand turnout, price $10.70.

This German made track is TT gauge, but made to represent metre gauge track in HO scale. Some modellers in Australia model in HOn3½ and this track is just as suited for this. Twelve millimetre gauge scales out to about 3'-5" in HO scale.

The flex track packet consisted of four 250 mm lengths of sleeper base and four 500 mm lengths of rail. The rails slip easily into the spikeheads of the sleeper assemblies to form 500 mm lengths of track identical to the assembled length. Whilst no assembly instructions are really required, those that are supplied are in German.

Rail height is 2.0 mm, or code 78. It has a well shaped though somewhat heavy profile. It appears to be made of nickel silver with a lightly weathered finish. The sleepers measure 6'-3" long, 7" wide and 4½" high. For comparison SAR narrow gauge sleepers are 6'-6" long by 6" by 4". They are moulded in a dark brown slippery plastick with a fine wood grain pattern on the tops. The frequent gaps in the interconnecting base strips permit easy curving, though the track springs back to straight again unless fixed in position.

The plastic spike heads are quite small and are carried on simulated base plates. There is 1.2 mm (0.087") clearance from the top of the spike heads to the top of the rail. Spike heads have been omitted from the end sleepers for easy insertion of rail joiners

Track gauge measured 12.0 mm both straight and when curved, conforming to all TT standards.

The turnout was approximately a number 5 angle, or a little over 500 mm radius. Rail joiners are fixed on the right hand rail of each pair. The crossing-wingrail assembly and points are made of a cast alloy. Two extended timbers flank the 'sliding sleeper' tie-bar, which provides free, no-locking, movement

Electrically the turnout is non-isloating, though the metal bonding strips could easily be cut and the turnout wired to isolate the non-switched track if required. The electrically dead crossing is 25 mm long so could cause some pickup problems on locomotives with few wheels collecting current. The points also are not fed directly with current.

One of the point blades needed filing at the heel to correct for some misalignment that would have caused derailments on the curved path. This was easily accomplished.

The turnout measures 163 mm along the straight path. Check rails are plastic castings, thin it appears in an attempt to make them near invisible. The Track Check Gauge measures 11.0 mm which conforms to all TT standards.

Overall this is good looking track, made well, and scaling very close to Australian 3'-6" gauge track. It should provide a ready alternative to the HOn3½ modeller who does not wish to lay his own track or use commercial TT scale track with undersize sleepers.

Ross Hurley

British Rail HST 125 Inter-City set in N scale by Graham Farish. Sample supplied by Fybren Models, P.O. Box 88, Ivanhoe, 3079. Price: $174.00.

Little has to be said about the British Rail high speed diesel trains for not only have they revolutionised passenger train travel in the United Kingdom, but their influence has spread to Australia in the form of the SRA of NSW's 'XPT' (Express Passenger Train), the shape of which resembles the BR HST 125.

The HST 125 comprises a twin loco set, one of each loco being fitted at an end of the train. The train is built up with the necessary number of cars that satisfy passenger demand as well as being inside the weight the two locos can haul. The secret of the speed of the train, which has reduced hours off some journeys, is the special bogies upon which the cars run and the ability of the locomotives to accelerate and stop fast, this being made possible by the high power to weight ratio of the set.

The Graham Farish HST 125 set comprises two locomotive units and a single Mark III coach. (Additional coaches are available at $17.00 each). The coach is 155 mm long and very highly detailed. It runs on two plastic bogies which are fitted with Rapido couplers.

The locomotive units are powered by a single 4 wheel power bogie which is driven by an interlocked gear drive from the bogie mounted motor. The power bogie swivels freely, and being the inboard bogie (at the rear of the loco unit), is fitted with a Rapido coupler.

The paint scheme features the two blue, cream and black livery of the HST and the application of the paint and lettering has been beautifully applied. The line work is superb, and seldom has linework been better applied on larger scale equipment. The operation of this set is very important, especially in model form, for when there is a motor driven unit at each end of a train it is very important that both units drive at the same speed, otherwise the unit at one end will be pushing the train against the leading loco unit and derailment is very likely. The two units tested were not quite balanced and derailment was very possible as the set accelerated to top speed in one direction. The Graham Farish HST could be described as a very fast model, capable of high speed, while tracking well, and it is able to run smoothly at low speeds.

There is little doubt that this model could be painted up as an 'XPT' although there is various detail discrepancies. It is a very good looking and running model.

Bob Gallagher

VR 'ZF' class brake van kit in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden. 5070, who also supplied the sample. Price: $11.25.

The all steel construction brake van coded ZF was introduced to traffic in 1971 when 15 units were built at Newport Railway Workshops. These vans were numbered 1-15 and a further 35 vans built at Bendigo in 1972-73 were numbered 16-50. A feature of this van is the high centrally placed periscopes and a lot of exposed underframe detail. The manufacturer has aimed to supply a kit that would represent the ZF van as introduced prior to the many modifications the class is continually receiving.

The kit has been produced (in normal BGB practice) by numerous polyester casting and wire, there being in excess of twenty parts and a set of specially designed decals. The kit is accompanied by a very detailed set of assembly instructions which include a number of useful photographs.

Prior to assembly it is important to read and comprehend the assembly instructions carefully. Bostick super glue was used to hold the parts together and, although the kit flap was labelled 'Not recommended for the beginner', the assembly of the model was very straightforward following the instructions.

The components contained good crisp detail and most parts were free of flash and defects. The recommended coat of paint prior to handling is considered essential for a good result. If a finger mark is inadvertently left on a component it can be removed with car polish or Mr Sheen (I never polish the car — more time for modelling ED.)

The floor was oversized in width and required sanding down, the roof a little short and needed filling on the ends, then all components fitted. The windows were 'dry' fitted, the specific window and position marked and the windows put aside till painting was completed. The instructions gave full direction to paint scheme and decal application which was a valuable guide. The decals were easy to apply.

This may seem a difficult kit, and the manufacturer believes so with his warning on the packet label, but the kit was easy to assemble, resulting in a very pleasing model and a good representative of the prototype.

Graham Ball

Locomotives of New South Wales 1855-1980. Volume One. Compiled by Alex Grunbach and published by the NSW Division of the Australian Railway Historical Society, PO Box E129, St James 2000. Price $6.95.

Documentation of locomotives has always been, and should continue to be, an important aspect of railway historical research. The New South Wales government owned system has so far been covered by two books by the ARHS (Century of Locomotives and Century Plus of Locomotives) both of which have set out to list in chronological date (of class entry to system) order of all locomotives used on the New South Wales Railways.

This 120 page soft cover (hard cover is available at a higher price) is basically a reprinting of the books (which are very hard to obtain second-hand) except that there has been an obvious endeavour to include additional photographs of each locomotive class and there has been a CHANGE of listing.

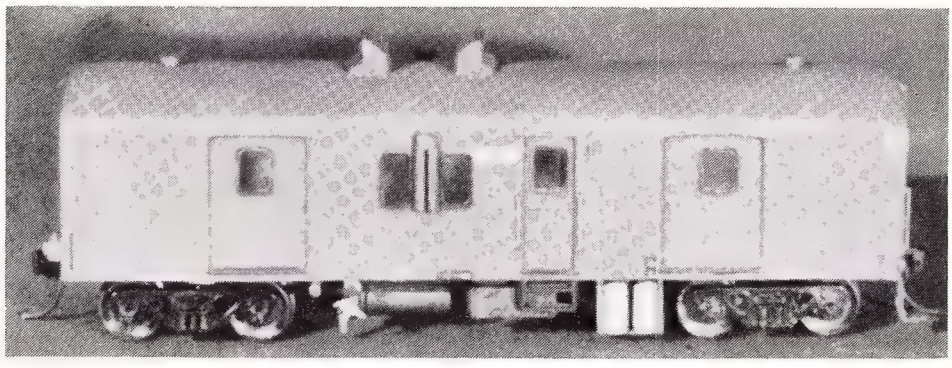
This booklet includes locomotives of the 2-2-2, 0-4-2, 2-4-0, 4-4-0, 0-6-0 (designed for goods traffic) and 2-6-0 (designed for goods traffic) wheel arrangement locomotives, all being tender locos. The text has been updated and in some instances reference is made to special liveries carried by individual locomotives.

Also included at the rear of the book is listings of Steam Locomotive Numbering, Locomotive (Technical) Data, (X) 10 class of 1924 Classification and Survivors of Withdrawn Classes.

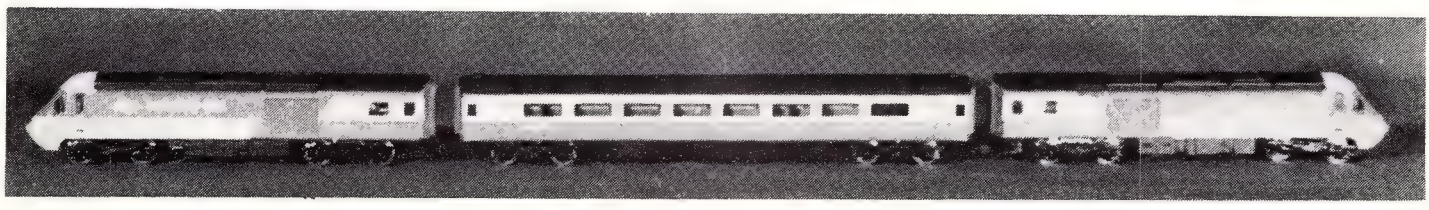
Generally, reproduction of the black and white photographs and the text is to a very high standard and modellers will be able to benefit from the detail depicted on many of the locomotive portraits included. Generally the layout of text and photos for each class is distinct, except in one instance where it is possible to mix up a photo reference, the division between indistinct.

To his reviewer the layout of this book, by moving away from the chronological date listing, is confusing, and as such a disappointment. With the old volumes it was possible to 'flick' through the pages casually, and it was not difficult to learn verbatim the date of introduction of the various classes, likewise when actual reference to the volume was necessary it was not difficult to find the required page without need of the index. One realises that authors must be allowed some liberty with layout and production but the common trait with some historians is to design the book to their own (already educated — railway wise) liking, not considering the many uneducated (railway wise) readers who will learn from the author's work.

In the sense of a chronological date listing this book



Above: VR 'ZF' van by BGB. Below: BR 'HST' by Graham Farish.



can only be described as disappointing but as a book that covers the classes indicated it is a fine production, and there is little doubt that it will become an essential book for NSWR (steam era) modellers. Century of . . . and Century Plus is the bible of NSW engines, (for NSWR modellers), and there is little doubt that the first volume of Locomotives of New South Wales will be so treasured by new modellers.

Bob Gallagher

NSWR 'BSV' bogie sheep van kit in HO scale by Mini Models, distributed by AMRI., P.O. Box 160, Broadbeach, 4217. Sample supplied by Bergs Hobbies, 261 Church St., Parramatta, 2150. Price: $8.25.

The sheep van on the NSW railway system was a very important vehicle, there being 550 'BSV' type vans built in 1959-68 by A E Goodwin to move the enormous number of sheep from farm to abbatoirs and from farm to farm (for agistment) and also from farm to The Royal Easter show and return, as well as the Sydney Sheep Show. The vans, numbered 29625-724 and 29825-30274, are a distinctive timber framed, double decked corrugated iron roofed van which is divided into four compartments, with each van capable of carrying 200 sheep.

In operation the steel bars (and stench) give this vehicle a distinctive appeal, and it is a vehicle that has been much sought after by modellers.

The components of the kit have been finely produced by the injection moulding process from styrene, which can be bonded with most liquid solvents. The kit comprises all components (except bogies), including top and lower deck double floor, and a weight, to build up a model. The kit is packaged in a poly bag with a distinctive card top that doubles as assembly instructions. A photograph of the assembled model and an exploded layout showing assembly illustrates the descriptive text.

The kit is a snack to assemble, after the parts have been removed from the black styrene sprue, obviously due to the design of the components and the provision of locating lugs where necessary. Any raw beginner could expect to satisfactorily assemble this kit.

The underframe of the kit is provided with Lima type bogie attachment points, which will allow the ELX type bogie and coupler to be used. For the more particular modeller two styrene discs are provided to allow Roundhouse bogies to be fitted, and Kadee couplers (No 5) can be suitably affixed with a little packing.

The detail on this model is very well produced. There is, however, no obvious rivet detail, but this is not missed. The seven bars per section (should be 10) may seem a little coarse to the discerning eye, but as an assembled model this is not a detraction. The roof, with the corrugated iron and four timber straps, with fixing evident, is an added feature.

Supplied in black styrene, painting is not essential but an added bonus. With Lima bogies the van stands 12" too high (typical of most Lima models) but with Roundhouse bogies, the plastic discs and 33" wheels the height can be reduced until the complete model is well within accepted tolerances.

As a fine scale model this kit leaves a little to be desired, although painting and weathering does improve the overall effect. However as a simple kit that is easy to assemble and can be made to run by any modeller in a matter of half an hour, this kit receives top marks.

It is the first kit on the Australian HO market that seems to meet all requirements of a plastic kit assembly, and the neat fitment of all joints certainly enhances the model as a whole. A fine product.

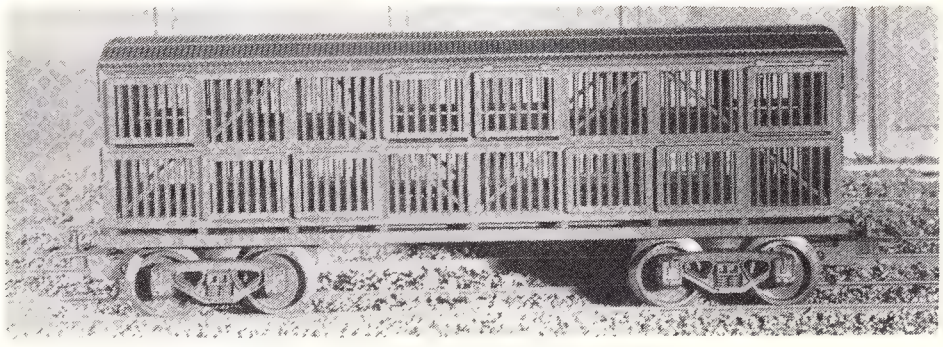
Bob Gallagher

VR 'VOBX' (ELX) heavy duty open wagon kit in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden, 5070, who also supplied the sample. Price: $7.15.

The VOBX, an ELX wagon in pre 1980 coding, was a derivative of the VR bogie 'E' wagon and is a 46 ft long wagon with plain sides. It was used for general purpose workings in Victoria and on the standard gauge system. A detailed article by Peter Vincent was printed in the October 1981 issue of AMRM.

The kit consists of polyester castings which have been cleanly and faultlessly produced. Detail is crisp and up to a good standard. The door panels and vertical uprights are squarely reproduced even if the detail is a trifle 'dull'. The underframe contains the usual amount of detail expected on a BGB kit.

The detail component that does detract on this kit is the position of the grade control/load compensating gear which has been correctly reproduced only on one side, and when assembled the gear is not opposite each other (as per the Lima ELX). This aside, this is another fine BGB kit, which assembles easily when the detailed assembly instructions are followed, the model painted and the decals, which are included in the kit, applied.



NSWR 'BSV' bogie sheep van by Mini Models.

VR 'ELX' open wagon by Broad Gauge Bodies.

As with most BGB kits the decals are a much added advantage when price comparison of a product is made, for with the present range of BGB kits, and this model in particular, the decals not only make the kit, but also leave a few bits over to decal part of another model. Included on the decal sheet is a choice of logos, six bogie exchange 'X' six 'roller bearing' signs and two sets of coding panels, each fully lettered and numbered so that pre and post 1980 modellers can be satisfied, and there is additional numbers available to alter the wagon number, if the modeller is so moved.

Most BGB kits have a sameness about them, and this seems to be due to a purposeful endeavour by the manufacturer to supply a given market. This endeavour is successful, and a novice modeller would not need to be too experienced to build up an ELX open wagon kit.

Graham Ball

NSWGR streamlined C38 class 4-8-2 locomotive in HO scale by Samhongsa. Imported by Mansfield Hobbies. Price: $345.00.

The C38 class, to some the best steam loco in Australia, entered service in 1943 when Clyde Engineering completed the first (3801) of five streamlined express passenger locomotives. The class was to revolutionize express passenger working in New South Wales, and 3801 was to eventually become the only steam loco in Australia to traverse from the East to the West coast of this vast country.

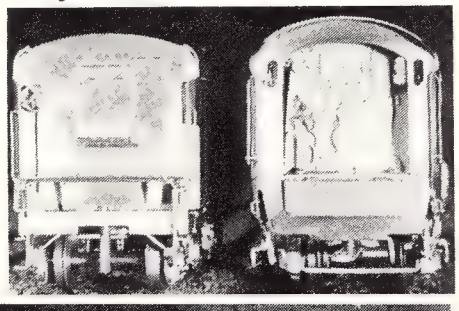
The order from Clyde Engineering was the commencement of a programme to build 30 units, the remaining 25 being built by Railway Workshops and being of the non-streamlined format.

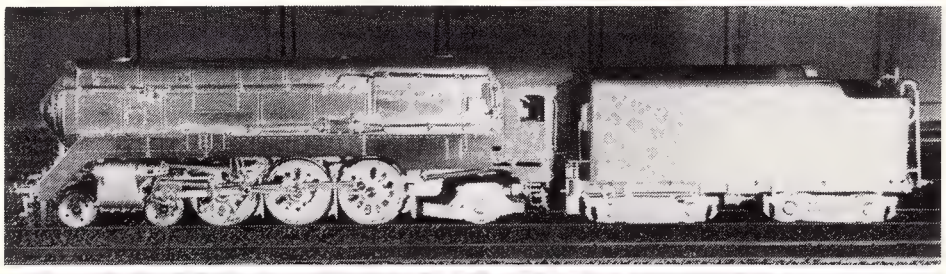
The five streamlined units entered service from Clyde Engineering in a Warship grey livery which they retained until after the end of the Second World War, when they were painted in a (verdant) green livery with yellow lining on the body. The decadent years (for brilliant livery) saw the five locos resort to a black livery with some red lining, until 1968 when 3801 was put back into service (via the efforts of the New South Wales Rail Transport Museum) in green livery with lining on body and cylinders, as well as a Waratah on the nose.

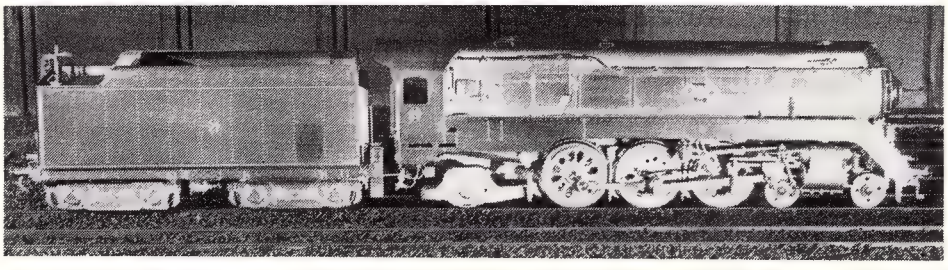
Except for 3801, which is at present preserved (non working at the NSWRTM Thirlmere Museum, all streamlined C38's had been withdrawn from service by February 1968.

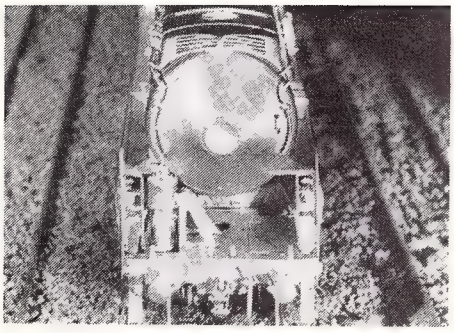
As a model, in HO scale the C38 (streamlined version) is possibly the most sought after loco at present in Australia, for despite there being kits available to convert the Lima C38 to the streamlined style, all 400 models in the order from Korea were accounted for prior to arrival of the model in Australia.

Crafted in brass using photo etching, brass pressings, investment castings and coined components the model is powered by a Cannon can motor to the centre driving axle via a floating gear box assembly. Dimensionally the model appears to be as accurate as it is possible to get in a model. The usual practise of using available American style castings has not been used and, as such, detail items are true castings for the C38.









It would be difficult to find a word to describe the detail application on the model, except for "superb". Detail includes sprung buffers and front draw bar hook as well as screw coupling; correct profile wheels and brake gear; correct cylinders, motion and valve gear; front and rear marker lights including conduit to tender rear and tender water hatch light; oil lubrication unit (under nose cone); true shaped nose cone/headlight which includes lens ring and clasps; inspection flaps on exterior casing and hood; reversing cylinder with linkage (not fully assembled on review sample); regulator linkage, washout plugs, lagged pipes, steps and whistle; steam supply lines to cylinders; correct air compressor, mounting bracket and air filter (but the delivery pipe is missing? ? ?); ash pan and chassis springs; correct profile trailing truck and injectors; full backhead detail including separately mounted regulator lever brake stand and gauges; hinged cab/tender foot plate; drivers forward window shade; full tender coal plate detail; tender ladder, water delivery pipes and brake cylinders with levers; water hatch, tool box and crew locker and builder's plate etched on tender and cab side; handrails, steps and brake handles make up the model.

The rivet detail is exceptionally tiny and seemingly (for the rivet counter) correct. The only criticism that could be made of the detail is the tender bogies which, while being a good representation, are a little shallow in depth around the springs, and as such not up to the detail standard on the rest of the model.

The standard of assembly is high, although the imitation gold paint hides the solder work. It should be noted however that while overall component assembly is high this does not apply to all models, as some were noted to have a few flaws and omissions. Modellers finding a component missing should contact the importer who has shown every endeavour to satisfy every customer.

The tender is drilled for a sound system speaker and for Kadee No. 5 couplers. A pack accompanying the model includes a spare screw for every one used in the model, a driving rod screwdriver and two shunters grab staunchions for placement in pre-drilled holes on the front buffer beam.

On the track the mechanism is very smooth, albeit a little noisy (but at time of review oil had not been applied). It has an acceptable turn of high speed and crawls very slowly when controlled with a transistor throttle. It can haul an acceptable load (equivalent to 40 'S' wagons) and matches the speed of the Model Dockyard (third series) C38, thus enabling double heading.

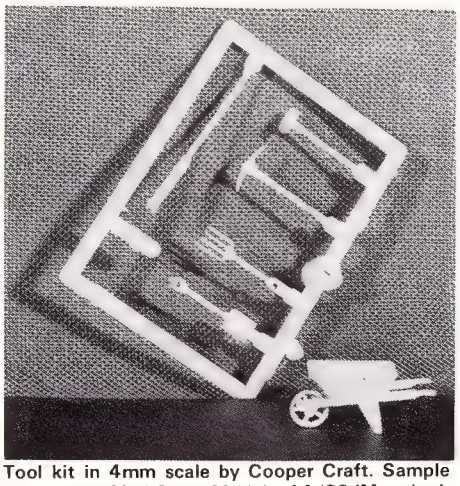
The packaging of the C38 is similar to other Mansfield models in that a colour photo and set of specially prepared decals, along with a prototype data card accompanies the model. The decal sheet (reviewed AMRM February 1982) includes yellow, bronze, silver and white numerals for cab side, tender back and buffer beam, as well as coloured Waratahs for the nose of 3801 and 3805. The colour photo illustrates 3801 in the post 1968 livery. As far as it is known 3801 was the only loco to carry the specific livery illustrated in the photo.

As indicated at the commencement of the review there are few words available to describe this model, it is so good. In fact it is difficult to fault the model except for the tender bogies and the draw bar linkage between loco and tender which has two holes, one of which is too close to the loco to let the model run and the other a little too far from the loco for asthetic appearance.

This model is so good that it is hard to find any missing detail (if any), and when this aspect is considered, along with an overall assembly application and all over dimensional accuracy, there is little doubt that this is the best brass model yet made for the Australian market and a model that all entrepreneurs should try to emulate in the future.

Bob Gallagher.

Note: Since this review was written, Mansfield Hobbies has supplied an additional pack of parts, which includes the missing air compressor delivery pipe and additional components for the front step. These parts are accompanied with a detailed leaflet on where the components are to be placed.



Tool kit in 4mm scale by Cooper Craft. Sample supplied by Mail Order Models, 14/29 'Marsden', Great Western Hwy, Parrammatta 2150. Price: $2.10

Railway workmen, especially those who tend the rails, require hand tools to complete their work and this kit sets out to supply the basis of a work kit, and admirably achieves the task. Moulded in grey poly styrene, there are three sprues included in the poly bag, each sprue containing a pick, shovel, fork, sledge hammer, heavy duty bar and a wheel barrow (supplied in four pieces). All components are virtually free of flash and are easily separated from the moulding sprue by a sharp blade. The wheel barrow is easily assembled, and if care is taken the wheel can be left free to rotate.

The very high standard set by Cooper Craft has been repeated with these components, and while seemingly expensive they are good representatives of tools used on the farm and railways. The scale differences between HO and OO are lost in items so small. Painted and weathered and left at rail side or leaning up against a shed, these superb detail parts could be used to enhance the most staid or highly detailed layout.

Bob Gallagher

NZR Locomotive Stock List 1979, published by Southern Press Ltd, Wellington, NZ. Copy supplied by Mail Order Models, 14/29 'Marsden', Grt Western Hwy, Parramatta 2150. Price: $1.20.

This four page (210 mm × 298 mm) leaflet details the diesel loco, electric loco and shunting tractors in service on the NZR. The list includes the old and new numbering of the various classes as well as the wheel arrangement, total weight, engine Kw rating and locomotive builder, and most classes are represented with at least one photograph.

High quality glossy paper is used, the photographs are of high quality and have been sharply reproduced. This sheet would be a very useful 'Loco Spotters Guide' for someone visiting New Zealand.

Bob Gallagher

CORRECTION

In the NSW SRA 'CLX' review in the February 1982 issue some of the road numbers listed were wrong. All were correct except for 10676 and 24492 which should have been 10074 and 29492.

However, SRA records suggest that 10676 is in fact a 'missing' CLX. Information from readers to confirm or refute these numerical differences would be appreciated.

AMRM NEWS

Continued from page 45.

AMRM, but very rarely do we at AMRM receive objective comments or letters to the editors to express these viewpoints.

For AMRM to be truly objective, and express a rather common viewpoint, it is essential that readers keep us informed of differing points of view or of modelling requirements. To do this readers must write to AMRM either with letters for publication or at least letters to the editorial staff (not for publication).

A good example of this 'silence' is the response to a letter by Mr John Eassie in February 1982 which (by listening to all the gossip at shops and clubs) should have brought a tirade of letters but has only attracted a few in disagreement. By all accounts there should have been some replies in favour of the discussed topic.

By concise discussion the aspect of 'underfloor detail' or 'No underfloor detail' in kits can be decided in the Mailbag section of AMRM. Express your viewpoint. It is the ONLY way we can all assess the true feeling of the marketplace.

If the ANSWER is for underbody detail... to what extend do Australian modellers require the detail. Do you require brakeshoes?

COMMERCIAL NEWS

Following is a little of the events of the past few months, and what could happen in the next few.

Arrivals

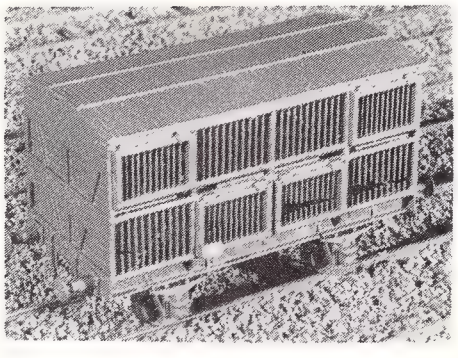
It is interesting to note the contents of one of the Lima (Australian) sets, at present in the shops. The loco is the 42 class accompanied by the BP tanker, the ELX open wagon, the VFNX 'Prairie' wagon, a two wagon crane set, two container flat wagons carrying two different SAR codes and the 8300 brake van. Apart from the ELX and the 8300 van it could be realistically called 'the near enough set', along the lines of AMRM author Eddie Garde's series of articles.

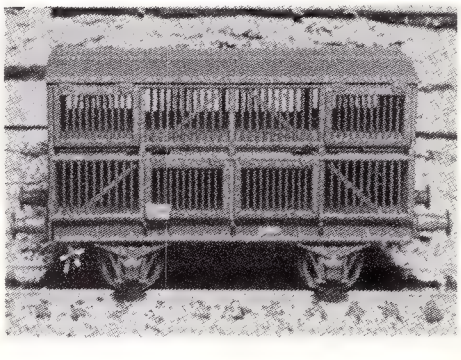
A re-run of the Workshop 5 Models 'FG' coach under the TC RAIL MODELS brand has been released by TN Services Pty Ltd. Supply is only by mail order, see advert this issue.

The bogie sheep van, by Mini Models has been released at hobby shops and it is interesting to note the 'professionalism' of the project.

The streamlined C38 arrived in Australia over the Xmas shutdown period, but it only took a day and a half for stocks of this fine model to be in Mansfield Hobbies' shop.

Main West Models released a dress up kit for a 42 class (Lima) loco in January which comprised front and rear skirts and buffers.





The problems of a manufacturer is illustrated by the above two photographs of the CAMCO 'GSV' sheep van. The photo on the left illustrates the 'early sample' which had a slight problem where the bars would not fully mould. The problem has been overcome to a point where the model is completed as illustrated by the CAMCO publicity photo (on the right). The 'GSV', along with the 'BSV' has had a reputation amongst modellers to be the most difficult NSWR wagons to build, the ½" bars in the side panels being the difficulty. As can be seen by these photos it has also been the problem for CAMCO but they are to be congratulated for their endeavour. Yes the number of bars in side panels is correct!

Stephen Johnson Models released an HO kit of the latter series X200 rail tractor at the Birkenhead Point (Australia Day Weekend) exhibition. Modellers quick off the mark and not on holidays acquired the model, which can still be obtained through the right channels

Broad Gauge Bodies has released the plain sided version of the VR 'ELX' and a kit of the VR 'ZF' brake van has become available at most BGB outlets

By the time these notes are printed Broad Gauge Bodies will have released an HO kit of the Condah (VR) goods shed, which is a timber clad, corrugated iron roof structure, and an HO kit of VP 103, which is a VR van that has been rebuilt with the high VLX type roof and modern sliding doors

BGB also is releasing decal sheets for the GY open wagon, there being sufficient decals on the sheet to letter and detail (wagon and tarp) six wagons

Craftsman Models advise that the Z13 class kit is now available, and the etching problems have been overcome

After a few moulding problems Camco have released a few 'CW' cattle vans, and they expect to overcome problems with the 'GSV' sheep van in the near future

Also solving moulding problems, Broad Gauge Models managed to complete approx 200 VR 'GY' open wagon kits which were released to the shops and immediately acquired by modellers It is expected that full production will be underway before these notes are printed

The FSM C36 class kit is now in production and kits should be ready soon

After a few delays all outstanding orders of the Broad Gauge Models goods shed and station building kits have been dispatched and production is now keeping up with demand. Both kits are still available

The VR 'Y' class bogie castings supplied by Broad Gauge Models have been modified to the point where the axle hole is now jig-drilled and not cast in place

It is interesting to note that Lima are now supplying the 44 class in the same shade of red as the 42 class. While this may look OK for uniformity of colour to many modellers the shade of red is too wide off the mark to be considered a NSWR loco

Railmac publications have been busy of late, for a few new booklets have appeared on the bookshelves, including Queensland Railway Locomotives, Australian National Locomotives (Tasmania), Australian National Locomotives 1982 (SA & NT), South Australian Preserved Locomotives and Westrail Locomotives

Weico models have released supplies of metal kits (in N scale) for the NSWR 442 and the ANR 'GM 1' loco, as well as a NSWR 'GHG' brake van and the good old 'FX' Holden as a sedan and a ute.

Expected Arrivals

Broad Gauge Bodies have advised that they plan to release another in the 'Billboard' series in a few months. The model will be the SAR 'M' van, and decals for "Metters" will be supplied. The next decal set from BGB will be the AN (Australian National) tarpaulin logo in yellow and blue

An advanced production model of the Samhongsa built HO scale NSWR C35 arrived at Berg's Hobbies early in February. A close inspection suggested that the C35, which is fully subscribed, is as good a model as the other Samhongsa built steam locos. The model is due to leave Korea soon

N scale modellers can expect a few new products in the near future, including another run of the Sentinel C38 class loco kit and from WEICO a kit for the NSWR '422' class diesel, '421' class diesel and '42' class diesel, all cast in 'white metal'.

Berg's Hobbies also advise that the NSWR '40' class diesel locomotive kit will be on hand soon. They also advise that they are planning a NSWR diesel two car set, supplied ready to run. More details next issue.

Future Arrivals

Craftsman Models advise that they plan to re-run the Z26 class locomotive kit, after a milled chassis has been designed and manufactured While there is no production schedule advised for the kit the chassis will also be made available for those who have previously purchased a Z26 kit

The Australian Locomotive Company advise that their limited run of the VR N class (SAR 750 class) from Dong Jin Models will be available in May

Southern Models have advised future plans and approximate release dates for Australian outline models from Lima in HO scale. A re-run of the NSWR 44 class is due after May (1982), an MFE coach in late July and a GY open wagon in October (1982)

The 44 class will be released in the post 1980 livery of dark red and the reversed lining on both ends. The number is expected to differ from 4469, believed to be 4475. It is also anticipated that the model will be fitted with the new Lima 'G' type power bogie

The 'MFE' coach is the second class wooden car, to complement the existing 'TAM' and 'MBE' cars. It is expected that the car will not be fitted with crown lights.

The GY is the very numerous VicRail four wheel open wagon that is usually fitted with a tarpaulin to protect the grain it carries. We can only speculate whether Lima will produce the GY with or without the tarpaulin.

The pilot model of the NSWR Z13 class 4-4-2 tank loco from Samhongsa, to be imported by Trax Model Products and be made available via Trax's outlets arrived in mid February, 1982. The model, despite needing some alteration, and carrying some 'temporary' detail components, measures up very nicely and promises to be equal to the high class models produced recently by Samhongsa of Korea Delivery is expected late April.

Trax also advise that production on the 'MRC' refrigerator van is progressing and release is expected in mid 1982 Still on the Trax programme is the 'BX' dog box (passenger car), which is programmed for late 1982 to be followed by the 'ACM' branch line composite sleeping coach

With the production of the 'FG' steadily progressing TC Services advise that future plans include the re-release of the 'MUB' set, which includes the MFA (two types), MFH and MBA cars. An MH is planned to follow. These are the cars that have been modified for Sydney interurban working, some of which were involved in the Granville disaster.

Information to hand indicates that Rails North plans to extend their range of quality kits with a ballast plough van and a ballast wagon.

Advice from Mansfield Models indicates that work has commenced on a (Lima) 42 class dress-up kit to be produced in white metal. The kit is expected to comprise a complete new No. 2 end, No. 1 end skirt a new door and possibly correct shaped and detailed sideframes No delivery date has been specified

Mini Models advise that their next styrene kit will be a BCW. It is expected that it will be the version as modified from the bogie sheep van (BSV) in the mid 1970's to cater for the large demand for cattle transport.

The next structure kit from Broad Gauge Models is expected to be a cottage, the patterns of which are presently being crafted. It is believed that the kit will not become available until there are at least 50 kits available

Mansfield Hobbies advise that the 45 class diesel, in HO scale, will be built by Samhongsa and delivery is expected in September, 1982 A limited run of the SAR 600 class will also be built at the same time, the model carrying most of the features of a 600 except for the short hood louvres. Modellers interested in the 600 should contact Mansfield Hobbies to place a reservation, regardless of any other past communication.

While on the subject of brass locos, Berg's Hobbies have slightly amended the expected arrival dates of their range. As advertised the 48 is due in June, 1982, the D53 in September 1982, the D55 in December 82/January 1983 and the D50 in March 1983. The standard goods engines will be made in Japan

Trax Model Products have also confirmed their brass loco programme which will be built by Samhongsa of Korea. After the Z13 class will be the Z12 and then the Z20 class tank loco. Projected delivery time is still undecided

Weico Models have advised that they plan an N scale VR 'B' class diesel loco kit as well as a special run of the 'FX' Holden sedan (separate chassis with seats and windows removed), an HO scale version of the 'FX' Holden and a model of a Bedford bus in both HO and N scales.

It is interesting to reflect the foresight of Mansfield Models in supplying a limited run of the SAR/ANR 600 class diesel loco within the run of the NSWR 45 class (to be delivered in September 1982). Bascially the 600 class is a variation on the 45 class and in model form it is expected that a few modifications will be applied to the 45 to bring it closer to a 600 class. Details such as new cab windows and cab handrails, SAR style MU stands and air cylinder as well as SAR 600 style handrail and a few body details are to be expected. Modellers should bear in mind that it is a 600 class modified from the original 45 class plans.

Continued on page 54.

OLD WAGONS DO NOT ALWAYS END UP AT SIMS

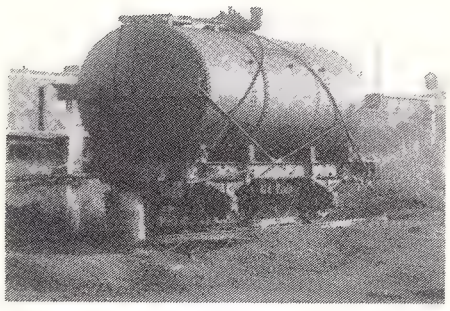
That article and plan on four wheel tank wagons by Bob Gallagher and Howard Armstrong in the Sept/Oct issue together with Fred Schmidt's letter in the Nov/Dec issue sent me rummaging through my files looking for photos of a particular four wheel tank wagon I took about six months back.

I quickly found photos of two B.P. four wheelers I shot at Port Kembla about two years ago but the one I was seeking took a little longer (about six weeks) to find but I eventually turned up the accompanying photographs. (Nothing wrong with my filing system that six months organising won't fix.)

I had spent a day photographing, measuring and generally pottering around the old coal stage at Orange and was about to head for home when I stumbled upon this wagon.

The vehicle intrigued me for two reasons. The buffers, couplers, tank-strapping and tension rods all indicated a wagon of fairly ancient vintage. I have seen photographs of similar tank wagons in service on the Wolgan Valley Railway which were later apparently taken over by the NSWGR but then this style of tanker construction was probably standard for the day.

The couplers certainly indicate that this wagon's revenue earning days have long since past. Perhaps it ended its active days carrying diesel oil or as an oil storage facility in a yard somewhere. The second aspect of this wagon which is of interest to the modeller is the use to which it is being put.



The wagon is permanently located on two short lengths of rail beside the line at Orange East Fork. It is being used as a storage vessel for a creosote-like substance which is used for treating timber poles at what appears to be a County Council pole depot located beside the line.

There are plenty of examples throughout the various state systems of old rolling stock being used as storage sheds and the like by the railways themselves but not many wagons have made the transition to non-railway ownership and use.

The BHP steelworks and various colliery lines are two examples that come to mind where ex-departmental vehicles have been pressed into continued active service. However, the tank wagon at Orange represents the only example I have yet seen of an ex-departmental (I assume it is "ex") wagon being used in the off line manner this wagon is.

From the modeller's point of view this wagon offers interesting modelling opportunities. I could not ascertain how the tank is refilled but with a little modeller's licence it could be located by a dead end siding to provide a setout point for a tank wagon. Perhaps one of those Koppers tar carrying tank wagons could be pressed into service to deliver Creosote.

Mainline produces a four wheel tanker which, with a little modification would make a good likeness of the Orange tanker and would certainly make for an interesting lineside industry.

Readers who may be able to throw some light on the history of this wagon or are able to supply further examples of old wagons put to new uses might like to drop Mailbag a line.

Ron Cunningham

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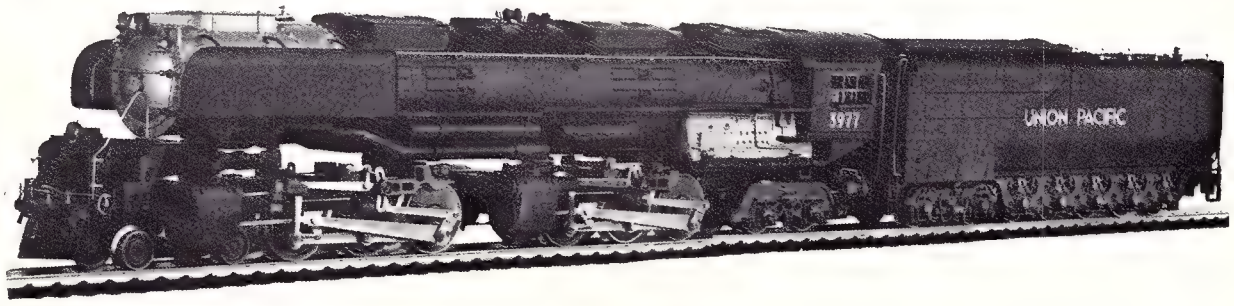

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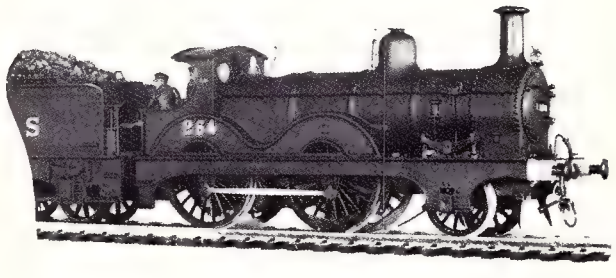

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Building Australian Rolling Stock

Continued from page 39.

is the amount of weight required. There is a simple formula for weight — measure the length of the body of your wagon in inches, halve that, add one (1) and that is the correct weight in ounces. For metric fans, measure the length in millimetres, double that, divide by 100, add one (1) then multiply by 28 and you have the weight in grams.

The extra weight can be made up from lead (lead sinkers are ideal) and placed into your wagon. A false top can then be built over the weight so that the desired load can be placed on top. If you want your 'S' wagon empty, then take your lead weight and flatten it as much as possible (lead is reasonably soft and can easily be worked with a hammer). Glue the lead flat onto the base of your wagon, then cut a piece of $^{1}/_{32}$" balsa to the size of the inside of your wagon body. The grain should run across the balsa this time. Scribe the balsa with 2mm planks (to represent 6" boards) across the timber. This then is the floor of the wagon and it is glued on top of the lead in the bottom of the wagon.

The wagon can now be painted and coded 'S'.

Now that the 'S' wagon is complete we can start work on the 'K' wagon. But that is another story for another issue!

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CONVENTION

On 1st May, 1982 a one day convention will be held at the Rockdale (Chapel Lane) clubrooms of the Australian Model Railway Association, New South Wales Branch. Commencing at 9.50 am (6.00 pm finish) the day will include clinics and competitions. More details can be obtained from Peter Betts, 40 Merrilee Crescent, Frenchs Forest Phone (02) 451-9744 or the State Secretary of AMRA at PO Box 194, Rockdale, N.S.W. 2216.

AMRM NEWS

Continued from page 52.

There is little doubt that the short run will be fully taken up so 'first in, best dressed'.

Other News

Despite the regrettable death of Doug Bocking, the creator of Workshop Five Models, it is great to see that some of Doug's workmanship will live on with the continued production (of some Workshop 5 Models kits) by TN Services Pty. Ltd. The kits will be marketed under the TC RAIL MODELS using the Workshop 5 Models patterns, an arrangement made prior to the death of Doug Bocking. For the present, production will be retained to the models that were produced by Workshop 5, the first being the 'FG' coach.

The Australian Locomotive Company advise that they have negotiated an agreement for sole Australian rights with the Dong Jin Models Company. Because of the expected quality of models from Dong Jin, they (ALC) expect to build, over the coming years all VR prototypes including locomotives in both steam and diesel as well as rolling stock, regardless of what has been already produced.

The news from Fybren Models indicated that Graham Farish propose to produce a (N scale) DMU at the January 1982 London Toy Fair. On the Australian scene Fybren advise that they plan to produce another N scale kit and it will be the VicRail 'VLX' louvre van. It is expected that the kit will take the same sales form as the popular ELX.

From the USA comes a little information that there is still a delay with the Railcraft code 55 rail. The problem seems to be an inability of manufacturers in the USA to draw the rail to Railcraft's standard. All is not lost however, for the rail 'drawing' is now being accomplished in Europe. Still there will be some further delay while rail is packaged and despatched.

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P.O. BOX 6
MARDEN 5070
Phone: (08) 336-4401

T.C. RAIL MODELS

As readers of AMRM will know, Doug Bocking the creator of Workshop 5 Models, passed away in August last after a long illness. Prior to Doug's passing, it had been agreed that this firm would manufacture cast components from Workshop 5 Models patterns, as licensee.

The NSWSRA 'FG' car is now available in limited quantities at $22.50 plus 75¢ per kit post & packing — maximum P. & P. is $2.25. The kit is complete less bearings, wheels and couplers and is now made with glass windows. Epoxy bogies are included.

The kits will be marketed under the name 'TC Rail Models' by TN Services Pty Ltd. Production will be limited to enable production problems with the 'R' cars to be solved. Sales will be mail order only.

Would any customer who has previously reserved models AND has not heard from me in 1982, please contact me.

Please note my new address:-

TN Services Pty Ltd
PO Box 90,
Wamberal, NSW 2260
- Tim Arnot (Manager)

All enquiries must be accompanied by an SSAE

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Z GAUGE SCALE 1:220 TRACK 6.5mm

the smallest commercially produced electric railway in the world

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PROSPECT
MODEL RAILWAY CLUB
1982 EXHIBITION

QUEEN'S BIRTHDAY HOLIDAY WEEKEND

Saturday June 12th	9 am — 6 pm	
Sunday June 13th	10 am — 6 pm	
Monday June 14th	10 am — 5 pm	Scenery Clinic 11 am & 3 pm EACH DAY

Age Pensioners and under 5 Free

This year's attraction will be a visit by noted American modeller **Malcolm Furnow.** His DENVER and RIO CHAMA WESTERN layout has appeared many times in the 'MODEL RAILROADER', 'MODEL RAILROAD CRAFTSMAN' and 'NARROW GAUGE and SHORT LINE GAZETTE'. Malcolm will be giving scenery clinics twice a day during our exhibition. Don't miss this chance to see this scenery wizard in action with the very latest techniques from the U.S.A.

Any enquiries to Greg Archer - Secretary 626-0838

ST. PATRICKS HALL. PATRICK ST. BLACKTOWN (Opposite WESTPOINT)

MINI MODELS

A DIVISION OF BERGS HOBBIES

Prototype photograph Bob Gallagher

NSW BOGIE SHEEP VAN
INJECTION MOULDED STYRENE BODY KIT

PRICE – $8.25
(less bogies)

Coming Soon . . . .'BCW' ex 'BSV' type.

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BERGS HOBBIES

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Still the shop for models of Australian Railways

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LIVERPOOL, N.S.W. 2170
PHONE: (02) 602 8640

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P.O. BOX 76
MOOREBANK 2170

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WE'RE OPEN — MON. TO FRI. 9.00-5.30
THURSDAY 9.00-9.00
SATURDAY 9.00-12.30

HO MODELS OF AUSTRALIAN RAILWAYS

INJECTION MOULDED HO KITS

NEW! Another new manufacturer —

MINI MODELS

N.S.W.G.R. BSV 4 wheel sheep van.
Injection moulded kit excluding wheels and bogies: — $8.25

CAMCO

Our apologies to those who have had to wait, but by the time this appears in print stocks of both the new kits should be available.

N.S.W.G.R CW 4 wheel cattle waggon.
Each kit is complete with all moulded parts, wheels, bearings and decals with 12 numbers, buy 12 kits and each one can have a different number, great value at $6.95

N.S.W.G.R GSV 4 wheel sheep van.
Each kit is complete with all moulded parts, wheels, bearings and decals with 12 numbers, great value at $6.95

Couplers for **CAMCO** kits

Kadee No. 5	pkt.	$3.95
'Lima'	pair	$1.90
'Hornby'	pair	$1.90

AR KITS

N.S.W.R. (GLV/GLX -NLGF/NLGX) $4.80

TRAX Models of N.S.W. prototype

LCH	Coal hopper	$4.95
S	Wagon	$4.50
TRC	Refrig. Van	$6.75
CCH	Coal hopper	$5.95
RSH	Rutile hopper	$5.95
RU	Wheat hopper	$5.95
K	Wagon	$5.50
	Level Crossing	$3.25

10.5 mm spoke or disc wheels for **TRAX** and **Rails North** kits available $0.65 per axle

Bogies and wheels available for **GLV/GLX** and **TRC** $1.50 pair

★★★★

MAIN WEST MODELS

Stocks continue to be available but may be subject to short delays from time to time.

CL	class — ANR Loco Body Kit (Can be powered with Athearn F45)	$29.50
422	class — N.S.W. Loco Body kit (kit includes special cast chassis designed to use motor and bogies from an Athearn S89)	$38.50
80	class — N.S.W. Loco Body kit (kit includes special cast chassis designed to use motor and bogies from an Athearn U28C or U33C)	$38.50
Athearn locos (as above)		$32.00
FS	N.S.W. Coach kit with glass windows	$19.95
BS	N.S.W. Coach kit with glass windows	$19.95
RBS	N.S.W. Buffet Car kit with glass windows	$19.95
BSR	N.S.W. Buffet Car kit with glass windows	$19.95

(All the above Coach kits are complete except bogies and couplers — if required add $3.50 per kit.)

MRC KITS

Limited quantities of MRC kits are now available.

N.S.W. MHO Passenger Guards Van	$13.95
N.S.W. VHO Passenger Guards Van	$13.95
N.S.W. Rebuilt **TAM** Sleeper	$13.95

(Add $4.60 for white metal bogies and Northyard wheels).

VR AE Coach	$13.95

(Add $1.95 for Roundhouse bogies & wheels).

RAIL NORTH MODELS

MLV N.S.W.R. 40' Louvre Van kit, less bogies and wheels	$13.95
CLX N.S.W.R. Louvre Van kit, less bogies and wheels	$13.95
OCY P.T.C. of N.S.W. 19.2 m Container Flat waggon kit with white metal bogies, less wheels	$13.95
KLY N.S.W. Bogie Louvre Van kit, with white metal bogies, less wheels	$13.95
KLV N.S.W. Bogie Louvre Van kit, with white metal bogies, less wheels	$13.95
HLV/HLX N.S.W. Bogie Louvre Van kit, with white metal bogies, less wheels	$13.95
N.S.W.R. 2 CM white metal bogies, less wheels	$1.85 pair

Broad Gauge Bodies (BGB)

Kits of South Australian and Victorian prototype as reviewed in recent issues — Now available in N.S.W. at Casula Hobbies.

SA	R Van 4 wheel with decals	$5.55
SA	M Van Plain Steel roof type 1 door	$5.95
SA	M Van Plain Steel roof type 2 door	$5.95
SA	M Van Corrugated roof type 1 door	$5.95
SA	M Van Corrugated roof type 2 door	$5.95
SA	DFW type 2 door	$5.95
SA	OB Tarped	$5.95
SA	OB Tarped — tie-down variation	$5.95
SA	OBF Tarped	$4.60
SA	D Louvre Van Plain Steel roof	$5.95
SA	SGMX Open Wagon	$6.55
SA	BILLBOARD M Van full decals for Brighton Cement	$9.95
SA	20' x 40' Goods shed incl. platform	$16.50
VIC	V Louvre Van Corrugated roof	$5.95
VIC	VF Louvre Van Corrugated roof	$5.95
VIC	VP Louvre Van Corrugated roof	$6.25
VIC	VLEX (VSX) Van	$6.95
VIC	VBBX (BLX-BLF) with decals	$7.15
VIC	VLF-VLX Louvre Van with decals	$6.50
VIC	Heavy Duty (ELX) VOBX complete with decals	$6.95

Also available from **BGB**

Corrugated Card (very economical 'iron' substitute)	$1.50
Decals:	
SAR freight emblems (black)	$0.85
SAR freight emblems (red)	$0.85
ANR freight & brake van (yellow, red, black, light and dark blue)	$0.85

BOOKS

A full range of **RAILMAC** publications are in stock as listed in previous issues together with the following new items: —

Railway Photographer	32 p.	$2.30
A.N. Locomotives 1982 (SA & NT) Revised edition	16 p.	$1.80

Other titles currently availble: —

VR Diesel Pictorial	56 p.	$4.20

UNITS IN FOCUS

A great photographic reference book for modelers of N.S.W. diesels — 125p, B & W with colour cover $12.95

RAILS TO THE WESTERN PLAINS

Dubbo District 1881-1981 96 p. $5.95

AIRFIX READY TO RUN

Steam outline

Royal Scot — L.M.S., B.R.	$56.60
4 F Fowler — L.M.S., B.R.	$40.85
Castle class — G.W.R.	$56.60
Prairie tank — G.W.R., B.R.	$35.60
1400 — 042 Tank G.W.R., B.R.	$35.60

Diesel

AIA-AIA B.R. blue, green	$32.95

Coaches

1st Class Inter-City MKIID	$10.50
60' Composite Corridor, L.M.S., B.R.	$10.50
57' Brake 3d Corridor L.M.S., B.R.	$10.50
Centenary Composite B.R.	$11.85
Centenary brake 3rd G.W.R.	$11.85
Centenary brake 2nd B.R.	$11.85

N GAUGE MODELS OF AUSTRALIAN RAILWAYS

The great new range of WEICO white metal kits continues to expand.

Unfortunately the **421** class mentioned in last issue will not be available until later in the year, our apologies to those who placed orders . . . however . . .

NEW!

N.S.W. 422 class	$13.95

Also still available

N.S.W. 442 class	$13.95
N.S.W. GHG Guards Van Kit complete with bogies but less wheels and couplers	$7.50
Kadee wheels and couplers for **GHG**	$4.95

Both the **422** and **442** can be powered by:

Mehanotehnika SD 45 available at		$20.50
Decals avail for the above		$1.20
Holden FX sedan	pack of 3	$2.95
Holden FX ute	pack of 3	$2.95

IBERTREN spanish 1800 class C-C diesel

1 powered unit	$30.25
2 units, 1 powered, 1 unpowered	$42.25

(just repaint to create a fine "near enough" N.S.W. 44 class)

NEW!

GRAHAM FARRISH 3 unit HST Repaint for a **S.R.A. XPT**	$1·49

Injection moulded kits

FYBREN VR ELX less bogies	$4.95
complete with bogies and couplers	$6.85

MAIL ORDERS

If you order by mail, we assure you, we will treat you as a valued customer. Due to advertising lead times sometimes we are temporarily out of stock of some items. If we can't despatch the items you've ordered promptly, we will back order or refund your money if you prefer.

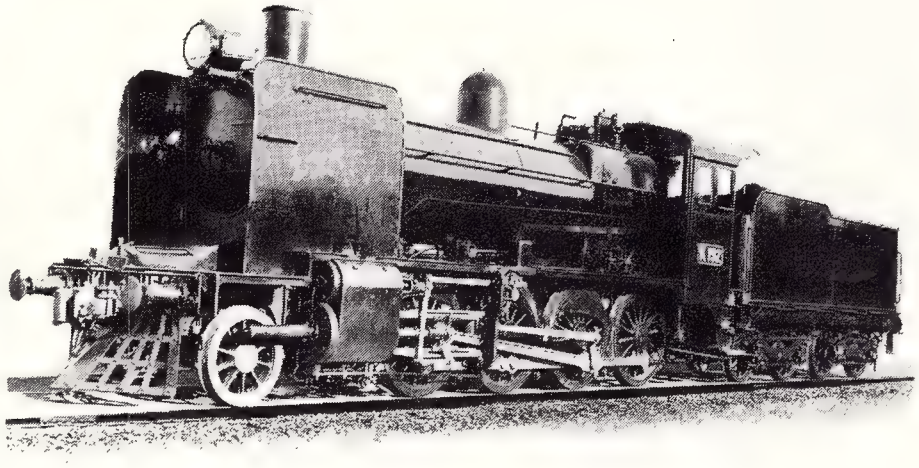
When ordering, write to our mail order dept., address at the top of the page. Please do not send CASH through the mail. Payment by Postal Note, cheque or Bankcard — please include card number, expiry date, authorisation and signature.

POSTAGE RATES

Orders up to $4.99 value add	$1.00
Orders $5.00 to $14.99 value add	$1.50
Orders $15.00 to $29.99 value add	$2.00
Orders $30.00 to $49.99 value add	$2.50
Orders $50.00 and over add	$2.00

Airmail, registered, please add extra — we will refund any excess.

VR 'K' Class 2-8-0



Prototype photograph courtesy VicRail.

The model is based upon K165 as running in the late 1950's and is representative of K150 - 182 during this period.

A large number of special made clastings will be used to reproduce as accurately as possible the details which contribute to the unique 'look' of Victorian Railways steam locomotives as well as a wide selection of numberplates, finished and ready to fit.

A limited number of models will be available factory painted for $35.00 extra.

Unfortunately, due to adverse exchange rates, the price of the model has had to be increased to $375.00 plus delivery charge.

BUT

for orders fully paid by the 30th of April 1982 the price will remain at $350.00 plus delivery charge.

Delivery is now expected during early May 1982.

MODELS OF VICTORIAN PROTOTYPE

BROAD GAUGE MODELS

P.O. Box 136, Boronia, Victoria. 3155

EXPRESS MAIL ORDER

OO - HO SCALES

STOCKS INCLUDE: RIVAROSSI HO — ROUNDHOUSE HO — PECO HO/OO — LIMA HO & OO —

Aids to Construction include:- ROMFORD HO/OO wheels, axles, gears etc. — KADEE HO couplers — SENTINEL HO locomotive & rolling stock fittings & wheels — SUNDRIES include small screws, nuts, hand taps, drills, styrene sheet and many more.

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EUROPEAN MODEL SPECIALISTS

JOUEF OWNERS

Gear conversion kits available for belt driven locos No. 8282, 8283, 8343, 8345, 8422, 8292.

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BR 52 DB
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DISCOUNTS

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DO YOU HAVE GEAR PROBLEMS

with your locos.
We manufacture gears and worms in all sizes.

Good News for Tyco owners.
Gear and Pinion set for Tyco diesels, all metal $2.50.

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Locos and Rollingstock
Quality at the right price.

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The ideal guage . . . 12mm track width.

AUTHORISED PIKO REPAIRER
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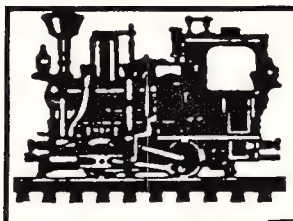

GAUGE G: 45mm

GOSH GAUGE

L·G·B

We've decided that the G in our name stands for Gosh! 'Cause that's what everyone says when they see it. You will too. Send $3.00 for our full descriptive brochures.

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Suite 103, 1st Floor Macdonell House 321 Pitt St, SYDNEY. Ph. (02) 94 3280 AH

"The World's First and only Indoor-Outdoor Railway."

MOVIES

Recent Super 8 releases include 'Shades of Puffing Billy', the 1967 Victorian Narrow Gauge classic at $40 in colour and sound, as well as film of Southern Railways recently restored 2-8-4 and some vintage Otto Perry footage in living black and white.

Write for more details to:
Keystone Movies, P.O. Box 621, Ballarat, 3350.

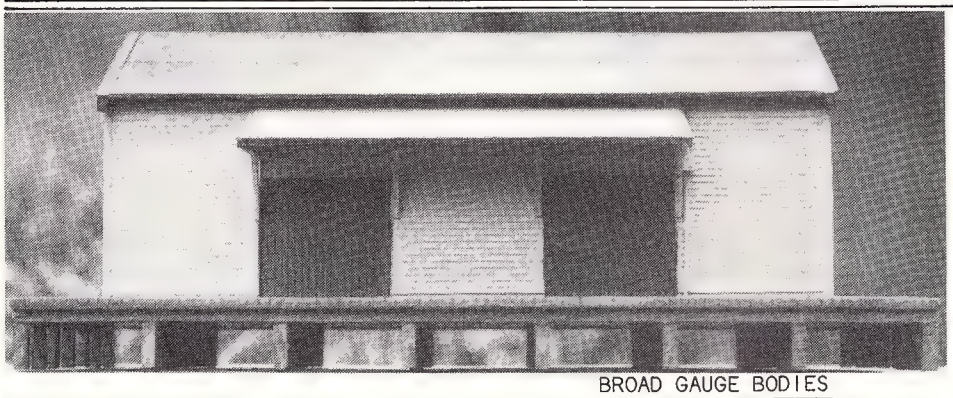
McBEES

HOBBY CENTRE Pty. Ltd.

POSTAL ADDRESS.
P.O. BOX 144
COBURG, 3058
VICTORIA

TELEPHONE (03) 478 0038

MAIL ORDER SPECIALISTS



BROAD GAUGE BODIES

<<< NEW >>>

from

BROAD GAUGE BODIES

V.R. GOODS SHED

HO SCALE

$16.95

Kit based on a structure at Condah

Models of VicRail prototype.
V.LOUVRE VAN 2 Wooden Louvre Doors, full set of Decals, Corrugated Roof $6.75
V.LOUVRE VAN 4 Wooden Louvre Doors, full set of Decals, Corrugated Roof $6.75
V.P.LOUVRE VAN Wooden Louvre Door, full set of Decals, Corrugated Roof .. $7.00
VSX VAN (VLEX) $6.95
BLX or **BLF** (VBBY/VBBX) full Decal set $7.15
VLF or **VLX** Louvre Van, early version, non-vented door, 'small' VR Decals $7.15
ZF GUARDS VAN Decals included $11.25
HEAVY DUTY ELX Open Waggon, with Decals $7.15
NEW RELEASE - **VP** 103 This is a 'one only' van that was rebuilt after accident damage with BP pattern doors and VSX pattern roof, with Decals $7.15

Models of SAR prototype.
M VAN Type 1 Door, includes Plain Steel or Corrugated Roof with Decals $6.35
M VAN Type 2 Door, includes Plain Steel or Corrugated Roof with Decals $6.35
DWf VAN Type 2 Door (Requires PECO Chassis) .. $4.50
O.B. OPEN WAGGON Tarped, with Decals $7.15
O.B. **OPEN WAGGON** Tarped, Tiedown Variation, with Decals $7.15
O.B.f **OPEN WAGGON** Tarped (Requires PECO Chassis) $4.60
D LOUVRE **VAN** Wooden Louvre Door, Plain Steel Roof, with Decals .. $6.35
SE BOGIE EXPLOSIVES VAN $5.95
SGMX (A.N.R. AOFX) Open Waggon $6.55
M VAN Lettered for 'Brighton Cement' (Limited).. $9.55
R VAN Reefer (Requires PECO Chassis) with Decals $5.50
Tantanoola GOODS SHED includes a short platform $15.95

Broad Gauge Bodies kits are moulded from a Polyester type material. Bogies and couplers are NOT included.

****

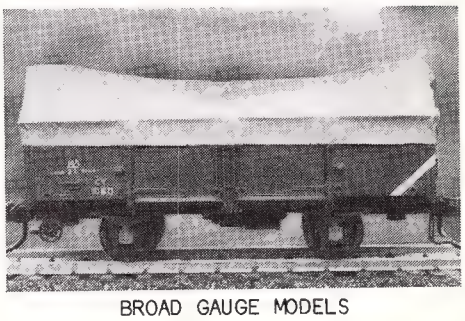
NORTHEASTERN SCALE MODELS INC.

HO SCALE LUMBER HANDY PACKS

11" Lengths — ALL PACKS $1.80 EACH

Part No.	Size (HO in.)	Quantity	Part No.	Size (HO in.)	Quantity
3001	1 x 2	25	3024	3 x 10	20
3002	1 x 3	25	3025	3 x 12	17
3003	1 x 4	25	3030	4 x 4	20
3004	1 x 6	20	3031	4 x 6	20
3005	1 x 8	20	3032	4 x 8	20
3006	1 x 10	20	3033	4 x 10	20
3010	2 x 2	25	3034	4 x 12	20
3011	2 x 3	25	3040	6 x 6	20
3012	2 x 4	25	3041	6 x 8	17
3013	2 x 6	20	3042	6 x 10	17
3014	2 x 8	20	3043	6 x 12	17
3015	2 x 10	20	3050	8 x 8	17
3016	2 x 12	17	3051	8 x 10	17
3020	3 x 3	25	3052	8 x 12	17
3021	3 x 4	25	3060	10 x 10	17
3022	3 x 6	20	3061	10 x 12	14
3023	3 x 8	20	3062	12 x 12	14

DID YOU KNOW that our KADEE COUPLER prices have not changed since 1/9/79?



BROAD GAUGE MODELS

GY

HAS ARRIVED

HO SCALE $6.85

Kit is injection moulded plastic. It includes North Yard wheels but does NOT include Tarp., Decals, Shunters Steps, Brake Wheel or Couplers. This is the only BGM item McBees can supply.

McBEES

P.O. Box 144 is registered and our shop is located at:-
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EAST PRESTON

Shop Hours:- Mon - Wed .. 4 pm - 6.30 pm
Thur. Fri .. 12 noon - 9 pm
Saturday .. 9 am - 1 pm

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COBURG 3058

POSTAGE RATES:-
MINIMUM handling charge of $1.00 on ALL orders. Additional charges on orders over $15.00 in value..
Victoria 50c
SA and NSW .. $1.00
Tas. NT QLD WA. $1.50
Minimum charge applies on orders over $60.00 in value.
Airmail add extra $3.00
Registered extra $2.50

We IMPORT-TO-ORDER from WALTHERS and CHAMPION DECAL COMPANY.

We accept payment by BANKCARD, VISA or AMEX. Include card number, expiry date and your signature. Cheques or Money Orders also accepted. Do NOT send CASH. Orders are processed faster if general enquiries are on a separate sheet.

Every effort is made to have all articles featured in this advertisement in stock however delivery delays or heavy sales may occasionally force us to Backorder.

ARCADE SIGNAL BOX

OCKER RAILWAYS' IN MODEL
VR AND SAR HO MODELS

LIMA VR 'S' diesel	$39.95
LIMA VR 'F' diesel (new paint job required)	$37.50
LIMA ANR 'GM' diesel (almost)	$37.50
LIMA SAR '930' diesel (almost)	$35.00
LIMA NSWGR '42' diesel (almost)	$39.95
LIMA 'Overland' cars (almost)	$8.65 to $9.25
LIMA 'Overland' car carrier (almost)	$9.95
LIMA 'Indian Pacific' cars	$7.95 to $8.65
LIMA VR & SAR 'ELX' open wagons	$7.95
LIMA SAR '8300' brake van	$6.95
LIMA SAR flat car with containers	$6.50
LIMA containers	4 for $3.95
BGB SAR 'M' box van bodies (2 roof types, 2 door types)	ea $5.95
BGB SAR 'OB' open wagon bodies (2 types)	ea $5.95
BGB SAR 'DWF' louvre van body	$4.50
BGB SAR 'OF' open wagon body	$4.50
PECO underframe for 'DWF' and 'OF'	$2.65
BGB SAR 'DS' louvre van body (Also VR, V1, V2, V3)	ea $5.95
BGB SAR 'SE' explosive van body	$5.85
BGB SAR 'SGMX' open wagon body	$6.55
BGB SAR 'Brighton Cement' van body	$9.95
BGB VR 'V' or 'VF' 2 door louvre van body	$5.95
BGB VR 'VF' 4 door louvre van body	$5.95
BGB VR 'VP' 4 door louvre van body	$6.25
BGB VR 'VSX' louvre van body	$6.95
Mn'J DECALS	per sheet $1.00
NORTHYARD 10.5mm 10 spoke wheels	ea $0.65
NORTHYARD 10.5mm disc wheel	ea $0.65
T & BJ VR 'GY', 'U' axle guards	ea $0.30
LIMA NSWGR 'TAM' sleeping cars	$11.25
LIMA NSWGR 'MBX' first class coach	$11.25
'OUR BRANDS' VR freight red enamel paint	bottle $0.60

N SCALE

WELCO VR 'AS/BS' coach kit	ea $13.40
FYBREN VR 'ELX' with bogies	$6.95
FYBREN VR 'ELX' less bogies	$5.00
WELCO 'S' diesel body kit	$12.95

For the HOn3½ Modeller we stock LIMA's 'other SAR' rolling stock and so called 'Australian' goods wagons which look good on TT-3 bogies and underframes [if you can get them]. We don't stock them, try the Dockyard.

For the BRITISH modeller we carry — MAINLINE OO, HORNBY OO, LIMA OO and N.
For the YANKEES we have — ROUNDHOUSE, PEMCO, ATHEARN and TRAIN MINIATURE.
For the EUROPEAN fans we have — LIMA, HO plus ROCO HO & N.

Any manufacturer wishing a retail outlet for Australian models should approach us. We believe in catering for Aussies wanting to model the Ocker railways.

AND BANKCARD IS WELCOME.

Arcade Signal Box

Be 'trained' by us

Shop 8, Foleys Mall,
445 Sydney Road,
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Tel: (03) 354 8519

Let us 'train' you

CHECK THE RANGE — THE PRICE IS RIGHT!

Peco, Roco, Bachmann, Liliput, Athearn, Wrenn, Hornby, Jouef Piko, Tyco, Life-like, Mehanotehnika, Model Power, A.H.M., Herkat, Minitrix, Lima, Sekisui, Con-cor,

Huge Range of Accessories include:
Plastruct, Heljan, Pola, Kibri, Builder-Plus (Cardboard Kits) Wiking Vehicles, Herpa Kits, Preiser People, M & J Decals, Kadee, Heki, A.M.R.I. Accessories, Arwe, L.A.R. Drills, Oryx Soldering Irons, Scope Irons, Humbrol Craft Tools, Modeltronic Micro Sound System, Merit People, Faller, Airfix, Revell,

Publications: Kalmbach Books, Carstens Books, Various Monthly.
Transformers & Equipment.
Hammant & Morgan Duette, Clipper, Flyer, Powermaster, Control unit, Rectifier unit, Commander Module, Resistance Controller S.M. 3 Point Motors etc., Mainline Transistor Controller, Tempest Autopulse Inertia Throttle, Eda Throttle Power Pack, Toy Traders, Hornby, Tyco etc.
JUST ARRIVED: Heljan Turntable Motorizing Unit.

BANKCARD ACCEPTED

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A DIVISION OF TOYMAN IMPORTS PTY. LTD.

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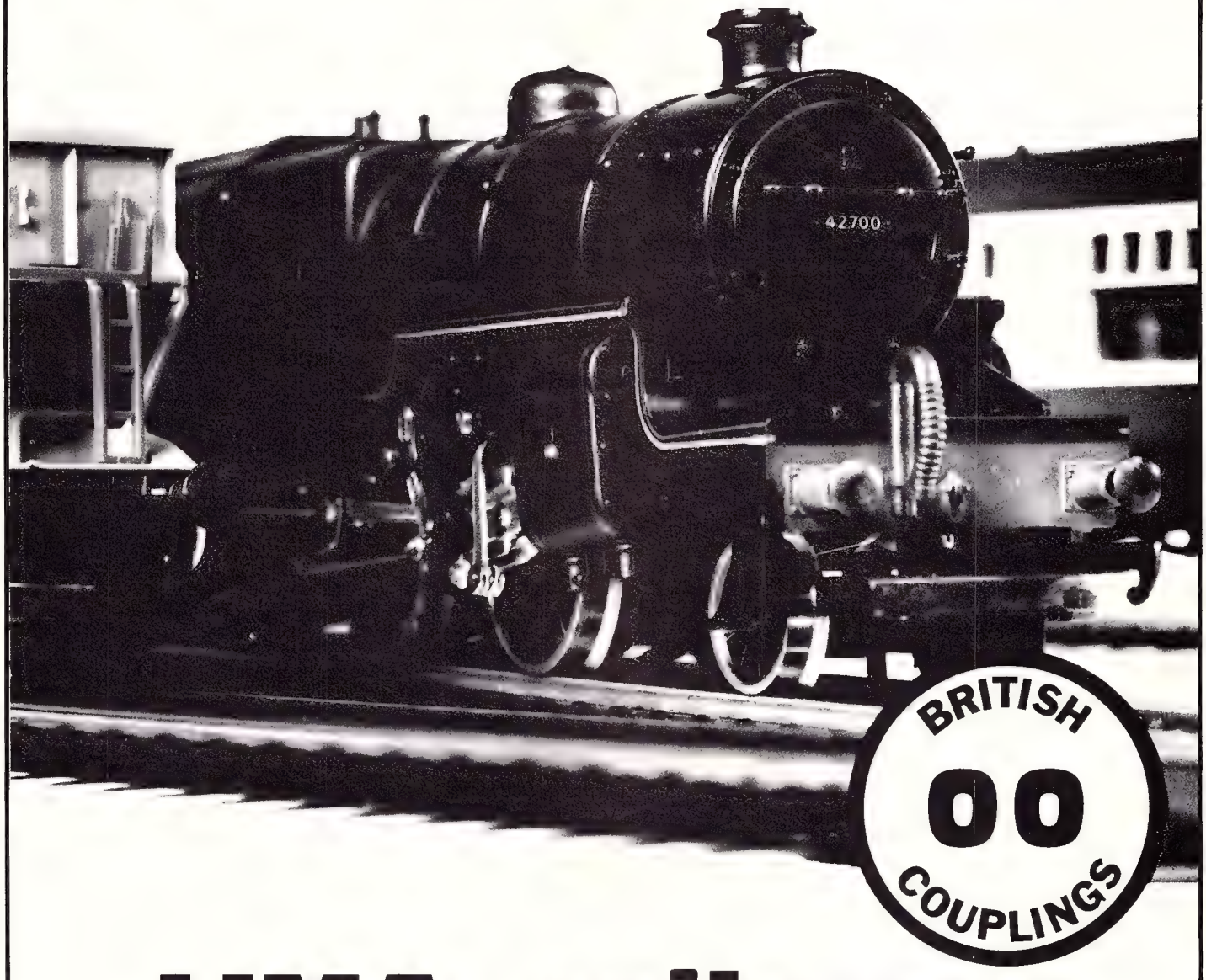
(OPP YENNORA RLY STATION)

The BRITISH range

Lima® models

42 locomotives
29 passenger stock
64 freight stock



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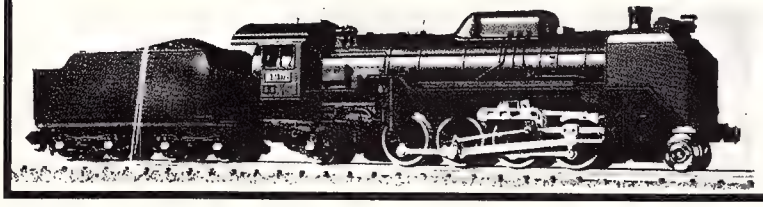

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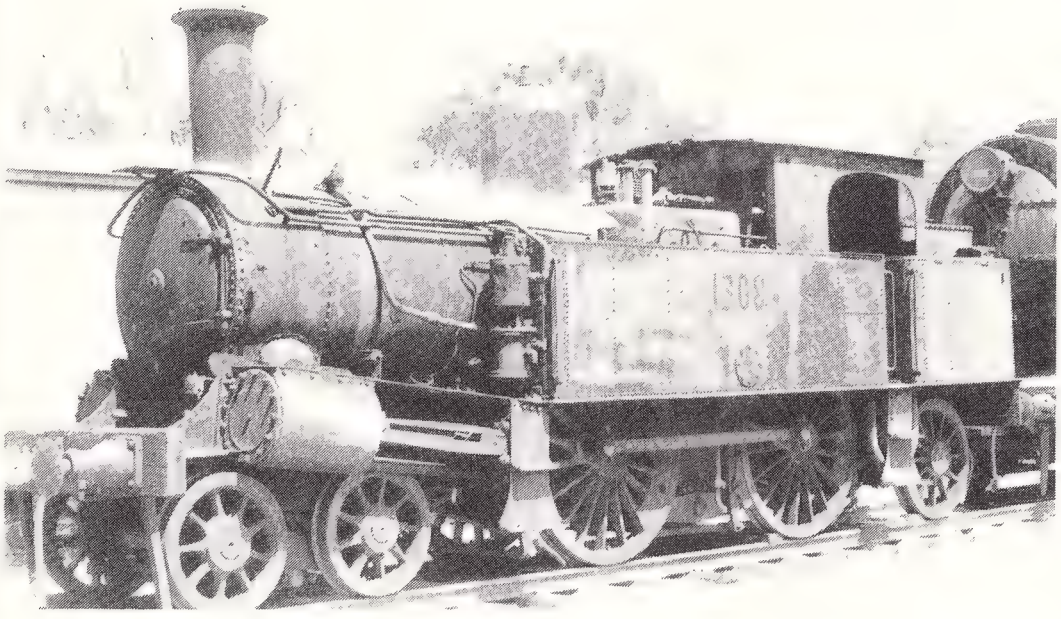

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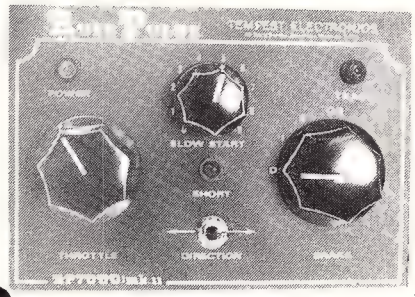

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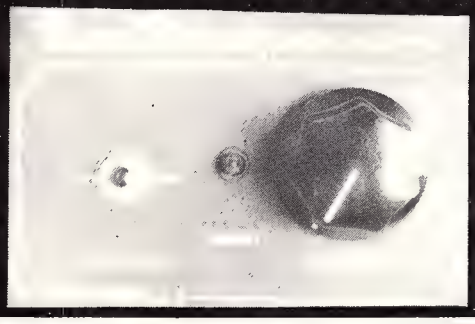

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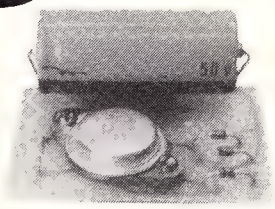

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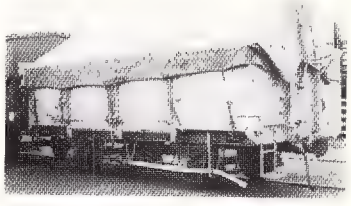

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Prototype photo of a third series SRA 48 class by Bob Gallagher. The model will be a series II model.

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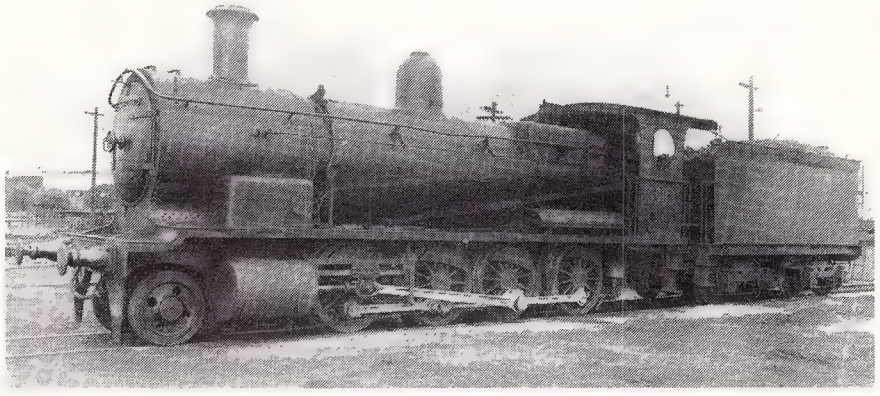
Parts to convert the Series II '48' class into a Series III '48' class will be available as a set and in limited quantities.
The model can be converted into a Series I '48' without additional parts.
Also available as spare parts in limited quantities will be the power bogies.

*Our next release will be in September 1982 . . . the long awaited D53 standard goods engine. Price to be announced.



Prototype photo of D53 and Wampu tender courtesy of NSW State Rail Authority. The model will be supplied with a standard turret tender.

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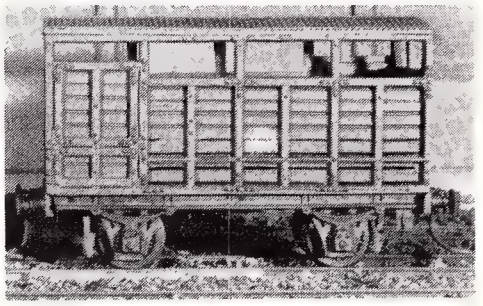
Z19 class 0-6-0 loco & tender . . . $250.00



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NEWS BITS

More stocks of Con-Cor N Scale PA 1 in UP SF and SP back in stock. Powered $56.00, Dummy $18.25. PB 1 Dummy SF $15.40, Rivarossi N 2-8-2 with V/bilt tender in UP and GN stock at $112.50. Dimi Trains boom car has arrived, a match truck for their train at $8.40 each. Our stocks of Floquil and Polly-S are still at $1.75 a 1oz bottle (still the cheapest around). Please note any items sold out at time of ordering will be backordered and supplied at advertised price unless you advise otherwise. Postage is extra on all items and is charged at standard Post Office rates plus 35c handling fee. Please allow extra, any excess refunded.

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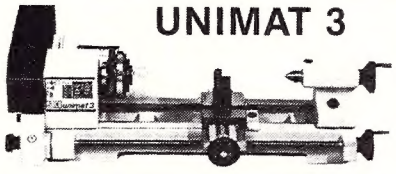

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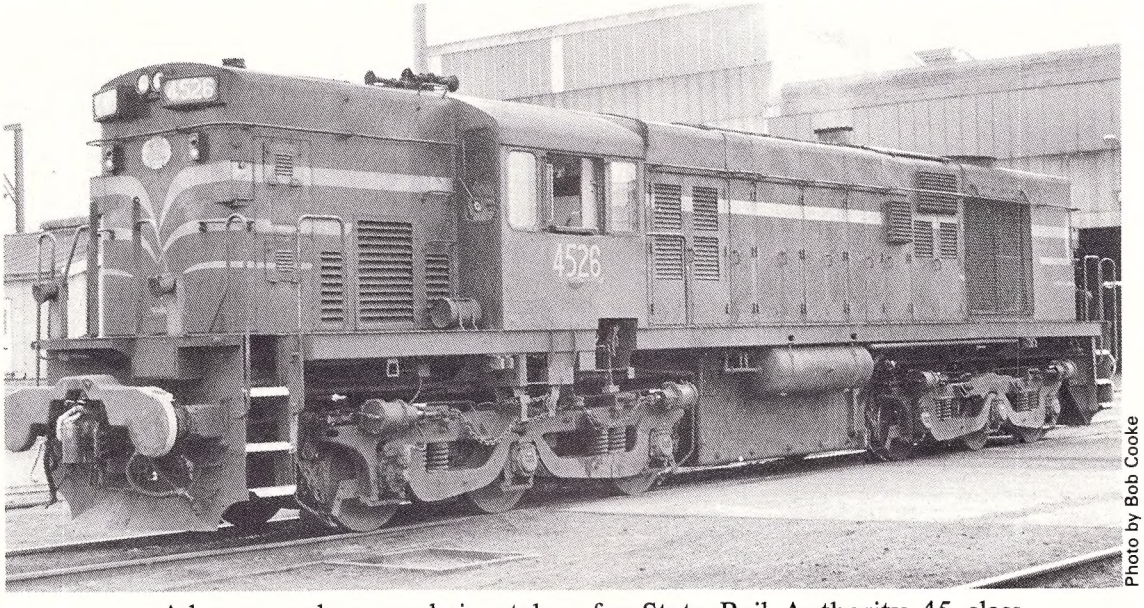
Photo by Bob Cooke

Advance orders are being taken for State Rail Authority 45 class diesel loco in HO scale from Samhongsa (due September, 1982). Price: $260.00.

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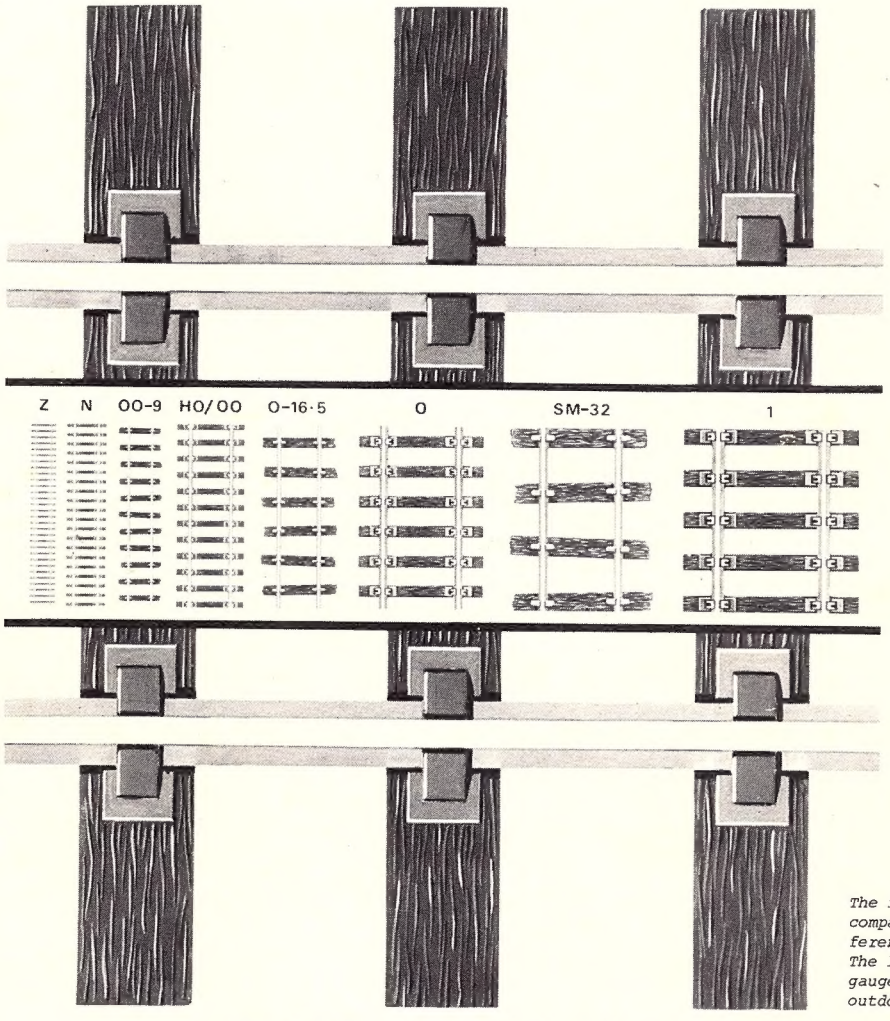

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O Gauge - 32mm

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* 1 Gauge - 45mm

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* *These items are not yet available but have been announced for production in 1982.*

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